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JULY
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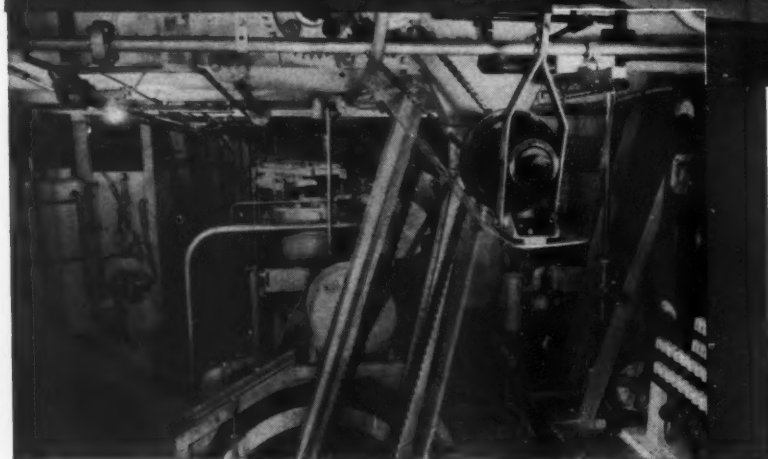
38 Commercial Wharf

AUSTRALIA'S FIRST PURSE SEINER

powered by

ATLAS

MARINE DIESEL



Purse Seiner "Tacoma" built in Australia by Haldane Brothers of Port Lincoln, South Australia, over plans furnished by Western Boat-building Company of Tacoma, Washington.

Engine room of the "Tacoma" showing her 240 HP Atlas Diesel, which also operates the deck gear through a line-shaft and the chain drive in foreground.

The fishing grounds of Southern Australia are now being explored by the Haldane Brothers, sailing their eighteen-month-old purse seiner "Tacoma" out of Port Lincoln, South Australia.

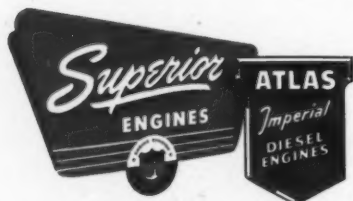
Powered by its dependable Atlas Marine Diesel the "Tacoma" carries a tuna net 300 fathoms long and 30 fathoms deep. Gear for the net is also operated through a chain drive from the main engine. In addition to commercial fishing for tuna, the "Tacoma" is being used in mackerel, pilchard, and "Australian salmon" fishing.

Although they built and equipped the "Tacoma" in Australia her owners selected an Atlas engine—

long and favorably known, and thoroughly proved, in the fishing industry throughout the world.

Writing of their early experience with the "Tacoma," W. H. "Bill" Haldane reports . . . "we are very pleased to report that our boat is all we expected it to be, and we think it will prove to be an important factor in the development of the fishing in this part of Australia."

There's one other thing Haldane Brothers can be sure of—their Atlas Marine Diesel will serve them long and well. *You* can rely on Atlas and Superior Marine Diesel, too—whether you're re-powering or building a new boat. Write for full information *now*.



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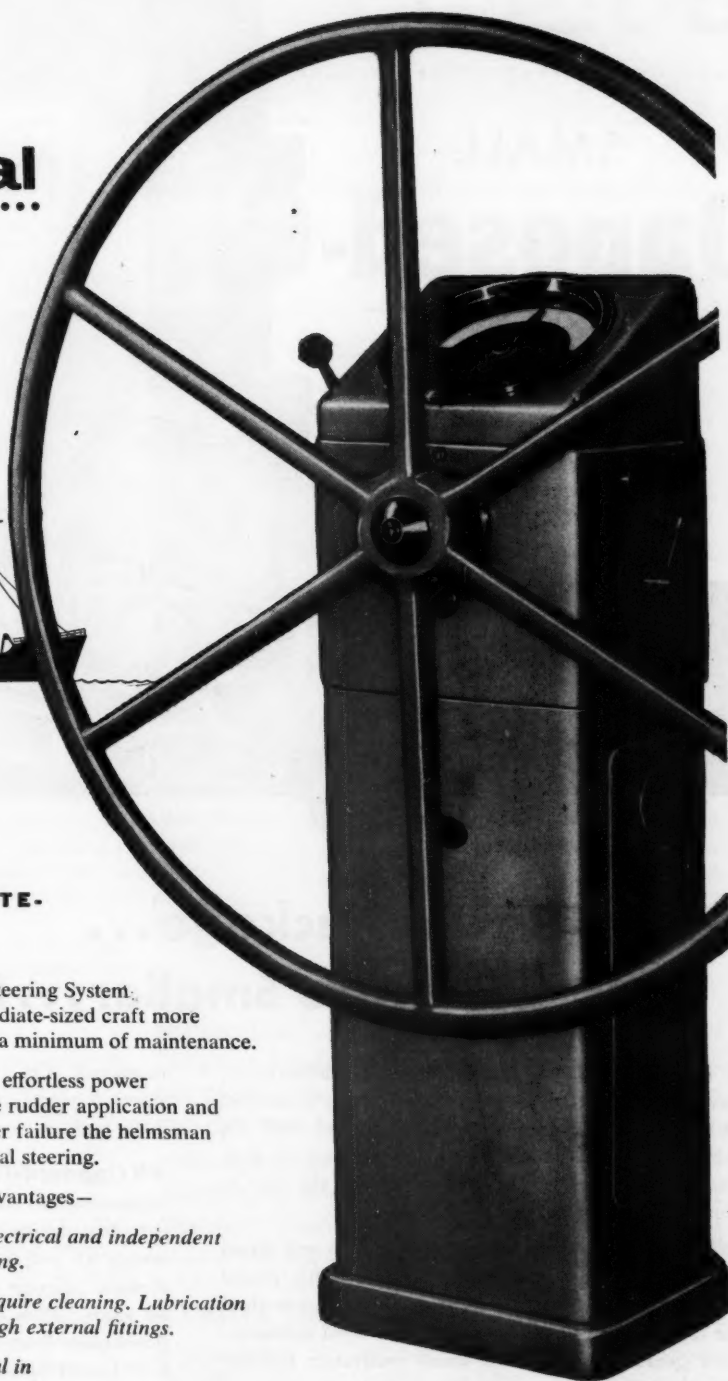
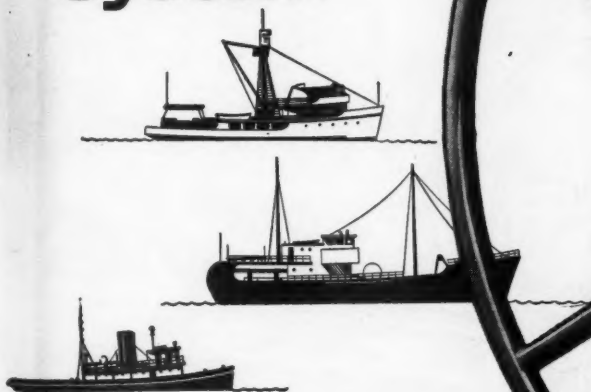
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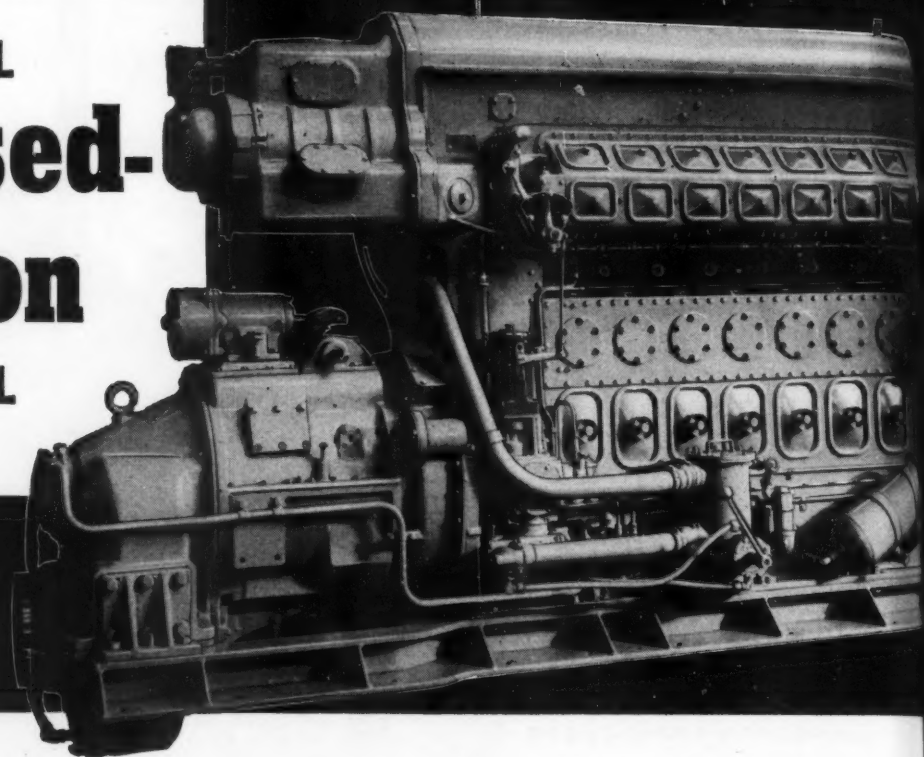
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Editorial

Gulf Coast Fisheries are Progressive

Remarkable progress has been shown by the commercial fisheries of the Gulf Coast during the past decade. Great strides have been made in both the production and processing phases of the industry.

Notable improvements are evidenced in the floating equipment. Shrimp trawlers, for example, are larger and better equipped. Whereas ten years ago the size of the boats ranged from 45 to 55 feet, today many of them are in the 65 to 75-foot bracket. The record amount of boatbuilding which has been going on for the past several years, still continues.

Today's boats are a far cry from earlier craft when it comes to crew's quarters and equipment. Present day boats offer maximum comfort and luxury to the crews with shower baths, modern cooking facilities, stainless steel galleys and linoleum covered floors. Engine power has been increased, a full range of accessory equipment has become a requirement, heavier fishing gear has been installed and all desirable aids to navigation such as radiotelephones, depth recorders and automatic steering have become commonplace. Advancements have been made in the construction of fish holds to improve the keeping quality of shrimp by use of new types of insulation and the utilization of concrete for not only the floors but also for walls and ceilings.

The Gulf Coast has led the rest of the country in developing the use of a freezing-at-sea method of handling the catch. Several shrimp trawlers are now equipped with refrigerating and quick-freezing systems which make it possible to freeze shrimp at sea, thus improving the landed quality of the product. Some of these boats freeze their own catch while other boats freeze the catches of a small fleet.

Facilities for unloading boats have been greatly improved with the installation of conveying equipment which takes the catch directly to the processing lines in the plants, with a minimum of handling and exposure to weather.

Much work has been done in improving the docking facilities for the fishing fleet. New wharfs have been constructed, and at many points harbors and inlets have been dredged to provide adequate navigation and weather protection.

The seafood packers in the South have been ready to adopt new methods of processing and packaging, fully capitalizing on the quick-freezing and pre-cooking processes, as well as the use of consumer-size packages, which have been responsible for obtaining nation-wide distribution and increased consumer acceptance for their products.

Efforts are continually being made to expand the resources of the industry as well as to keep pace with the increasing demand for its products. New fishing grounds are being utilized in the deeper waters of the Gulf of Mexico, and the vessels have been equipped to make the longer trips which are necessary. The industry has cooperated closely with the State and Federal research agencies which have carried on extensive programs to locate new sources of fish and shrimp, and to improve the methods of fishing.

Southern boat and plant operators have profited by adopting new ideas. The success of Gulf Coast fisheries in forging ahead offers an ideal example to follow. Some segments of the fishing industry have been too prone to go along with traditional methods. The Gulf Coast has proven that by constantly keeping abreast of new developments, it can maintain an expanding and prosperous business. There is a progressive attitude in the Southern fishing industry, and a strong note of optimism prevails.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on
Atlantic Coast, Gulf of Mexico, Great Lakes

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JULY 1953

NO. 6

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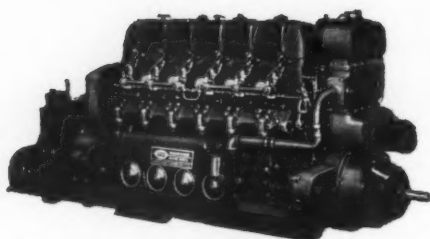
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"The recently installed P&H Diesel Engine has given my vessel a new lease on life. We are often at sea as much as 7 days and I have found that the 138 continuous horsepower developed by our 6-cylinder P&H Diesel is ample to carry on the rugged duties of the Mississippi Conservation Dept.

"It's indeed a fine engine and responds instantly to controls, making the job of skippering an easy one. I recommend P&H Diesels to the fishing industry everywhere.

Capt. De Silvey is a diesel expert in anybody's book. Forty years on the water bear this out. That's why he appreciates P&H more advanced 2-cycle design—and what it means—in surprising economy, in downright dependability, and in an ease of maintenance never before attained in diesels.

Imagine this: If servicing is ever needed, you can replace a complete P&H cylinder assembly in less than an hour! This "unitized" design gives you liner, head, piston and rod—all in one lightweight, easy-to-handle, interchangeable unit. No need to even drop the pan! You do the job alone, anywhere. No long lay-ups with a P&H! You spend more time fishing and earning.

Your P&H representative will give you all the facts. Models from 20 to 138 horsepower, 2 to 6 cylinders.

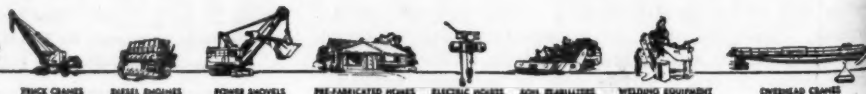


Another example of easy servicing! With a P&H, you replace an injection pump separately in a few minutes. You don't have to replace the entire system, you don't have this expense. P&H larger injector holes reduce chances of clogging.

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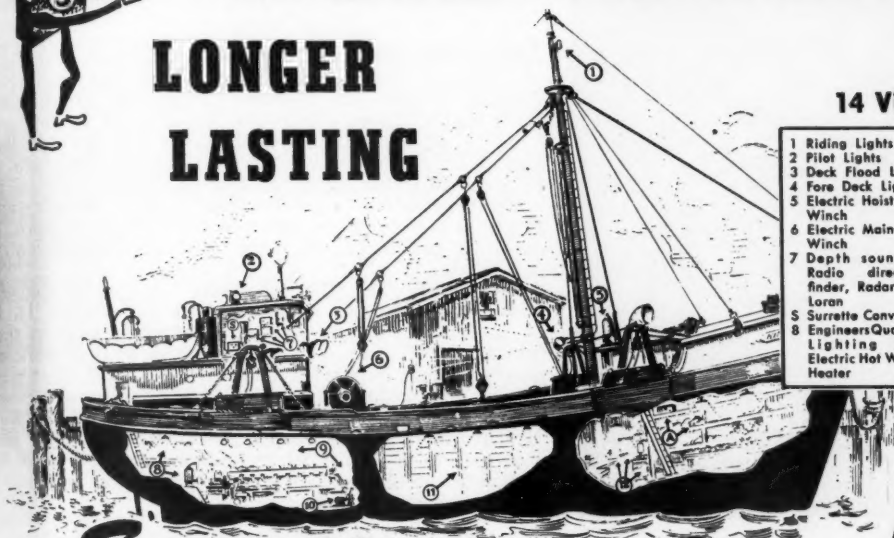
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Sounding-Lead

Joint fillet promotion program was discussed June 26 in New York by U. S. fillet processors and those from Canada, Iceland and Norway. Processors from latter three countries committed over 75% of their volume sold in U. S., or minimum of \$200,000. It was decided that should U. S. processors agree to pledge minimum of \$225,000, program could be started. Efforts are to be made immediately to enlist support of U. S. industry and to secure pledges to be effective when 75%, or more, of domestic production has indicated its willingness to participate.

Next meeting of fillet processors from U. S., Canada, Iceland and Norway was scheduled for August 11, to be held in Boston. It was agreed further that at that time Board of Trustees would be set up so that work on program could be started immediately. After fillet promotion gets under way with above participants, processors in other countries selling fillets in U. S., as well as distributors in this country, will be solicited to join program. Funds for fillet promotion will be raised by assessment of 1/4 of a cent per pound on fresh and frozen fillets marketed in U. S.

Restoration of House cut in funds for Fish & Wildlife Service research has been made by Senate. Upon recommendation of its Appropriations Committee, full Senate voted to restore \$1,000,000 of \$1,103,000 that House had eliminated from appropriation recommended by President Eisenhower. Another \$200,000 was added on floor of Senate to carry on lamprey eel investigations in Great Lakes. This was in addition to an allocation of same amount out of \$1,000,000 for that work. Conferees from Senate and House now will consider appropriation as passed by Senate.

Continental shelf bill was passed by Senate June 24, and will now go to conference, since changes were made in House-passed measure. Language pertaining to fisheries has been retained in Senate version of bill; i.e., "This Act shall be construed in such manner that the character as high seas of the water above the outer continental shelf and the right to navigation and fishing therein shall not be affected."

Witnesses before Senate Committee on Interior and Insular Affairs, representing tuna interests of California, New England fishing industry and Texas shrimp business, had urged that it be made clear that U. S. is not departing from its historic position regarding fishing rights on high seas. Intent of continental shelf bill is to give Federal Government power which it now lacks to administer mineral resources outside State boundaries.

Investigation of imports of groundfish fillets, including ocean perch, has been instituted by U. S. Tariff Commission. Public hearing will be held October 20, and those desiring to appear should notify Secretary of Commission in writing at its office in Washington, D. C., in advance of hearing.

Investigation was started upon application made by Massachusetts Fisheries Association, Inc., and others. Objective is to determine whether fresh or frozen groundfish fillets are being imported into United States in such increased quantities, either actual or relative, as to cause or threaten serious injury to domestic industry producing like or directly competitive products.

For military feeding of U. S. Army, Navy, Marine Corps and Air Force, Department of Defense in 1952 purchased over 32,000,000 lbs. of fresh and frozen fishery products in United States. Total of about \$15,000,000 was spent for U. S.-produced fishery products. New

York City Market Center Office (including New England) was largest buyer in 1952, accounting for one-third of total value purchased. Other large buying centers were Seattle, Wash., 19%; New Orleans, La., 18%; and Richmond, Va., 11%.

First Diesel electric trawler to be built in Great Britain will go into use for Department of Scientific and Industrial Research, basing at Aberdeen, Scotland. It will operate both as trawling unit and as floating laboratory, processing fish immediately on catching and providing scientific data of type not previously available. This follows on repeated argument from Torry that only by freezing at sea can catches be brought home in peak condition.

Trawler, which will fish on commercial scale, has hold capacity of 4,000 cu. ft., and there also is space for by-product work. She will have 20-day fuel endurance and accommodations for six scientists and crew of 13.

Groundfish fillet imports, including cod, haddock, hake, pollock, cusk and ocean perch, amounted to 37,366,600 lbs. during first five months of 1953, which represented drop of 22 percent from same period of 1952. Imports from Canada, which were heaviest, stood at 24,907,500 lbs., or about half million lbs. more than in previous 5-month period. Next in volume were Iceland imports, totalling 9,617,500 lbs., for a drop of about 6 million lbs. from 1952.

Norwegian shipments were 1,639,000 lbs., or less than half the amount last year. Imports from Denmark dropped to 119,200 lbs. from almost 2 million in 1952, while England only sent 53,900 lbs., compared to over 1 million lbs.

Doubling whale meat output for human consumption and extensive development of "fish farming" were advocated by British fisheries expert June 22 as means of adding 15,000,000 tons a year to world's food supply. In speech at 13th annual meeting of Food Technologists Institute in Boston, Dr. George A. Reay, superintendent of British Government's fisheries research station at Aberdeen, Scotland, urged that whaling ships be fitted with refrigeration and storage space so each factory ship's production would be between 3,000 and 4,000 tons of meat a year.

Nicaraguan Government and fishery firm in Chicago, Illinois have signed ten-year fisheries contract, allowing U. S. firm to operate in Nicaragua's jurisdictional waters. Contract was signed for Nicaragua by Minister of Public Works and Development, but final decisions on fisheries concessions still must be rendered by President of Nicaragua. Minister stated that this contract can serve as pattern for future parties interested in fisheries in Nicaragua's jurisdictional waters.

Some of highlights of contract, reflecting Nicaraguan policy on foreign private investment, are as follows:

(1) During first six years of its ten-year contract, U. S. company is authorized to import duty-free and exempt of customs surcharges, its trawlers, engines, machinery, replacement parts, tools and miscellaneous equipment needed for operation, on sea and land, in the country; no exemption is granted for payment of other taxes or levies.

(2) U. S. company is required to sell 5 percent of its production in Nicaragua at price not to exceed 25 percent over production cost.

(3) U. S. company agrees to pay Government of Nicaragua \$25 per short ton (20 quintals) of shrimp, shellfish or fish exported, payment to be made bimonthly. In return, U. S. company is exempted from foreign exchange regulations requiring sale of its foreign exchange to National Bank.

(4) Minimum of 75 percent of workers employed by company must be Nicaraguan nationals, subject to exceptions set forth in the country's labor code. The 75-percent clause does not apply to managers, directors, superintendents, and technical employees.

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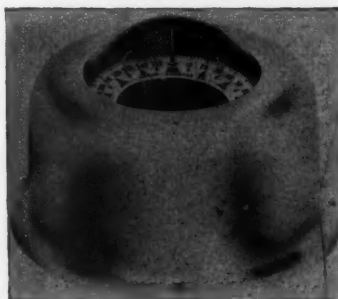
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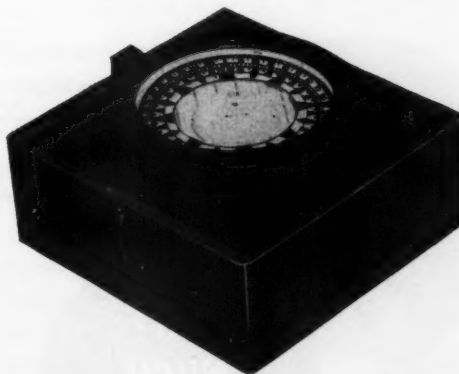
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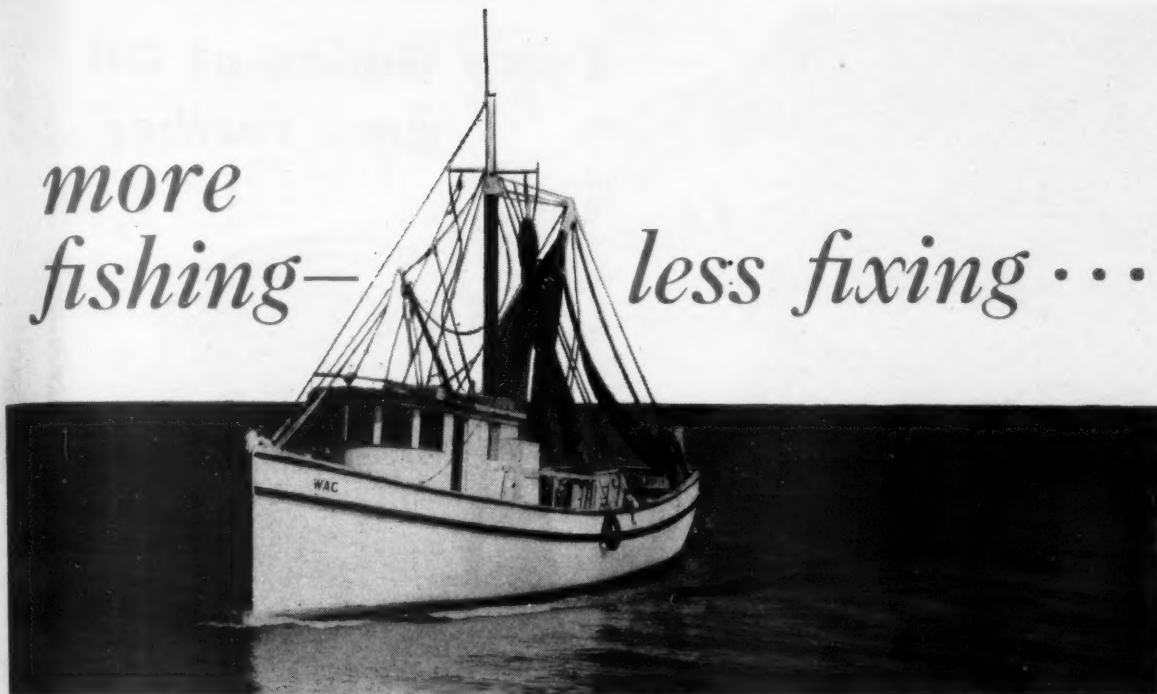
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ATLANTIC FISHERMAN - JULY, 1953

Canadian Experiments on Refrigerated Fish Holds

Special Watertight Metal Pen Construction Described

WITHIN the last six years the development of refrigerated fish holds for fishing vessels on the Atlantic Coast of Canada has progressed from the investigational stage to experimental construction and testing aboard the schooners *Lilla B. Boutilier* and *Theresa E. Connor*, then to the construction and testing stages for the modern fresh fish holds on the trawlers *Cape Fouchu* and *Cape Scatari*, and finally to the design stage for future construction. The tests have been made under the direction of the Atlantic Experimental Station of the Fisheries Research Board of Canada at Halifax, N. S.

The points determined from actual experience with the schooners were: (1) a cold air jacketed and insulated fish hold is superior to the insulated non-refrigerated fish hold, (2) mechanically-constructed joints in metal pens do not offer the desired degree of watertightness, and (3) any type of mechanical refrigeration for fresh fish holds is uneconomical for present fishing operations with schooners. This is also true for all trawlers where the refrigeration equipment provided is not opened when it is needed.

The hold construction in the trawlers provides for all metal components, welded as assembled, forming watertight inner linings within the hold proper. Much of the metal surface actually forms part of the cold air jacket or is adjacent to parts of the jacket and hence is refrigerated by the cold air circulated within the hollow constructed floors, walls, deckhead, and end bulkheads. The metal surfaces minimize the work required to keep the holds clean.

With jacketed holds, mechanically-refrigerated and with "closed" circulation, it has been found: (1) that all fish chilled in ice to slightly below 32°F. at time of stowing can be retained at this temperature throughout the whole of a fishing trip, (2) watertight, welded joints although not infallible and requiring periodic inspection and occasionally some renewing, are practical, and (3) there is very little frost deposit on the finned evaporator coils through which the cold air is recirculated, with the result that the removal of this frost is accomplished easily by use of the "hot" gas from the compressor.

From the standpoint of cost, the chief disadvantage of the above construction is that time-consuming template taking and hand fitting are required for the metal work. From the standpoint of upkeep, the design has the disadvantage that it presents a continuous lining without "working" joints. This is partly compensated for by the inevitable slight bulging occurring in all welded sheet, making each pen, to some degree, a type of "expansion bend". It is claimed that both disadvantages can be overcome by the method of construction described below and illustrated by Fig. 1. It would seem definitely worth while to build and to test this type of hold in actual fishing operations.

Pens Could Be Made in Shop

Pen shells of heavy metal sheet construction could be utilized in the fish hold. Such pens could be made in the shop in two sections which could be assembled with bolts aboard ship. To facilitate original installation, as well as to permit periodic or arbitrary inspection of the ship's side behind the pens, the inner rows of stanchions could be designed for easy removal, the outer rows being permanently fixed in position.

In essence, each pen when in place is a large metal box, appropriately shelved, and supported away from the ship's "ceiling" and deck, and watertight as far as leakage through pen sides and backs is concerned. Structurally, these pens are separate units and thus not subjected to strain by the "working" of the boat.

The pens are supported off the ship's "ceiling" by spacers and, by proper design at areas of contact with the stanchions, are restrained from moving. If spacers are varied

in size to make up for changes in the shape of the fish hold, pens of uniform size and shape can be built. At the worst, two or three different-sized pens might have to be designed for a fish hold. Construction costs are minimal because: (1) standardization of pen components is achieved, and (2) all fabrication is done in the shop.

Drainage from the pens is toward central gurry troughs, hence the wood "ceiling" and insulation are not subjected to wetting. This permits the use of low-priced, commercial insulation.

Cold air can be circulated beneath and up the back, in front of and over the top of each fish pen, as well as between all the pen partitions. Finned evaporator coils or cold plates located at one end of the hold can be used to refrigerate this air. In this arrangement, the fish hold is refrigerated much as are the conventional holding rooms, on shore, with the exception that there is positive cold air circulation throughout either the "open" or the "closed" jacket. In the case of the conventionally-refrigerated hold where pipe coils or grids are installed under the deck, the fish pens can be refrigerated exactly as are boxes piled in a shore storage in such a manner that circulation by convection is permitted around a group of the containers.

The new pen can be worked by the fishermen exactly as is the conventional pen. Any trawler hold can be fitted with these pens even after construction of the boat is completed. However, the most economical way would be to have the trawler delivered with properly specified fish hatches and stanchions in place, but with none of the other metal work in the hold started.

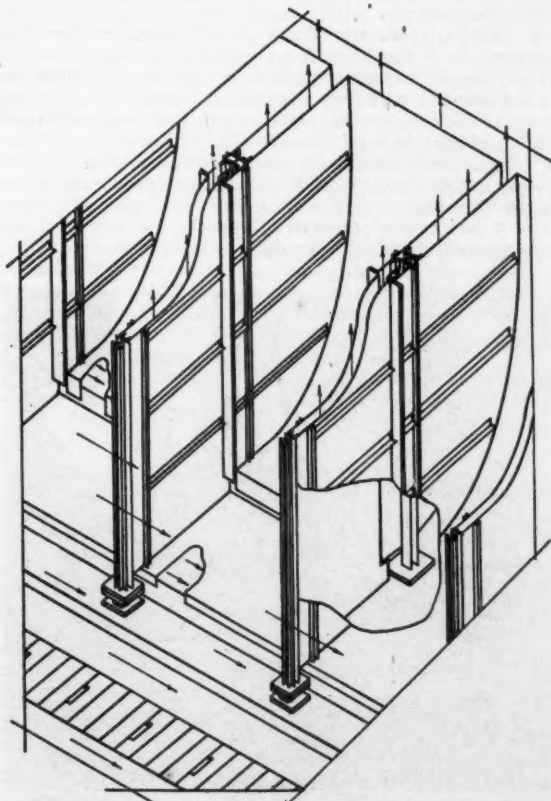


Fig. 1. Isometric view of pen design suggested by Canadian Fisheries Research Board for future refrigerated hold construction.

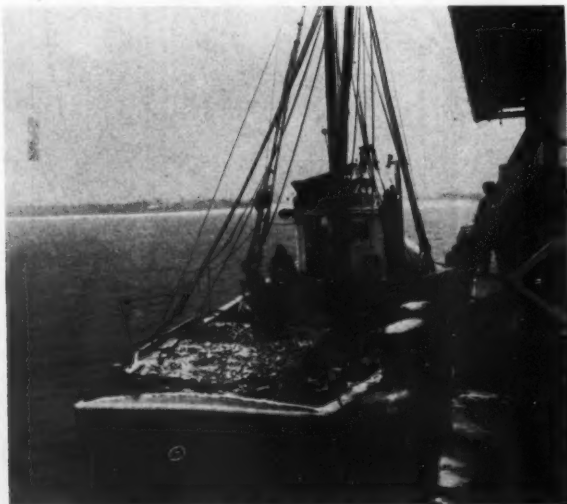
Ways to Prolong the Safe Use of Rope

SAFETY requires that ropes be used properly and discarded before they fail, not afterwards. Efficiency requires that the ropes be so used and maintained that they can remain safely in service over as long a period as possible. In case of doubt as to the safety of a line, remember that it is cheaper to discard a piece while it still has some useful life rather than to have it fail in service and cause injury or damage.

A representative of a rope manufacturer recently stated that in the marine industry more rope is discarded because of abuse than because of wear. While it is admitted that conditions at sea are severe, there are some abuses which readily can be avoided. It is the purpose of this article to pass on to vessel operators information gathered by the Accident Prevention Bureau of the Pacific Maritime Association which will enable them to prolong the safe use of rope. Most of this information probably is common knowledge, but there may be one or two items which have been forgotten or overlooked.

There are several important fibers from which rope is made:

1. Cotton, usually small lines for lacings, braided log lines, etc. It stretches and is hard and stiff when wet.
2. Flax or linen, from the flax plant. It is lighter and stronger than Manila, but relatively high in cost. Its use is confined to signal halyards, log lines and other such special applications on commercial vessels.
3. Hemp, from the hemp plant, found principally in Italy, Russia and the United States. Has about three-quarters the strength of Manila. Was the principal rope fiber up to about 1850. Since it must be tarred to resist decay, it is little used except for bolt ropes and marline.
4. Jute from the jute plant grown in India. A weak fiber used for some kinds of twine, and as a core for wire and fiber ropes.
5. Manila, from the abaca plant grown in the Philippines. It is the fiber from which most rope is made. There are a number of grades of Manila, of which the best fibers are very fine and almost white. Others range down to dark, coarse fibers, from which the less expensive grades of Manila rope are made.
6. Sisal from the henequen or agave plant grown chiefly in Mexico, Cuba, East Africa, New Zealand and Java. The rope is stiff and coarse, and has only about three-quarters the strength of Manila, for which it was substituted extensively during the last war.



Capt. Higino Rendeiro's 57' dragger "America" at Long's Dock in Stonington, Conn. She is powered with a 120 hp. Caterpillar D13000 Diesel.

Since Manila and sisal are the fibers chiefly used aboard ship, the remainder of the article applies primarily to them.

Stowage of Rope

As many ropes spend most of their lives in stowage, care should be taken to see that the conditions are good. If stowed away wet or in a damp, poorly ventilated compartment, rope will decay rapidly. Small lines should be coiled and hung up, while hawsers should be loosely coiled on gratings raised above the deck so that air can circulate through the coils. Leaks in the overhead or pipe lines allowing water to drip on the rope should be watched for and repaired.

Manila rope is not affected, but sisal deteriorates rapidly in salt water. Even with Manila, however, it is recommended that the salt be washed out with fresh water before stowing away. Salt attracts moisture and will prevent the rope from drying.

Too high a temperature, as an engine room bulkhead, will damage rope by drying out the oils, both natural and those applied during manufacture, making the fibers brittle.

Acids, either in liquid or vapor form, are ruinous to rope. Hydrochloric acid (boiler compound) is particularly dangerous because it does not change the color. The only visible effect is a smooth spot on the rope, and there possibly may be a smell of chlorine. Thus the damage may be overlooked. Sulphuric acid turns the fiber dark brown or black. Strong alkalies, such as lye and other cleaning compounds, also will damage rope.

Sand and other gritty material should be washed or brushed off the rope before it is stowed away. Dirt working into the rope will cut and wear the fibers the next time it is used.

A coil of new line usually carries instructions for uncoiling. The coil is so placed that the tagged end of the line is coming up from the bottom of the inside of the coil. A right laid rope thus will uncoil in a counter clockwise direction. If it is pulled through from the other end or an attempt is made to start from the outside of the coil, the rope will kink and tangle.

It is good practice to remove no more of the burlap covering of the coil than is necessary. The rope thereby will be kept clean and the shape of the coil maintained. If a coil is not to be entirely unwound at once, it is well to pass the end of the line through a block on the overhead or through a hole in a board so that it always will be pulled from the coil in the proper direction. Rope ends should be whipped or spliced at once to keep the strands from unlaying.

Avoiding Kinks and Abrasion

Kinks in rope severely damage it, sometimes to the extent that the kinked portion must be cut out. Lines which are handled regularly on a gypsy, such as mooring lines, are particularly subject to such damage. If the drum turns in only one direction, the lines on one side always will have turns thrown into them. The lines on the other side will have turns taken out. In the one case the rope becomes stiff and readily kinks and in the other the rope eventually will buckle since the yarns making up each strand are being twisted tighter while the strands themselves are becoming unlaidd. To avoid this, the hawsers either should be shifted from one side to the other each trip, the drum rotation remaining the same, or the drum rotation should be reversed periodically while the hawsers remain on the same side.

There are several causes of abrasion which can be avoided or kept to a minimum. One of these is allowing a rope to slip on the gypsy rather than stopping or reversing the drum. This practice chafes the fibers and even

(Continued on page 41)



Killer boats surrounding a herd of humpback whales in the Antarctic. Whale in foreground has been killed and flagged.

"Anglo Norse" Uses Radar to Hunt Whales

Killer Boats Attach Radar Reflectors to the Whale Carcasses, Thus Aiding Mother Ship to Recover Them

WHEN her engine stopped, the only noise to be heard was the water lapping against her sides as she slipped from the shadow of a small cloud into a sea of brilliant sunshine. She was a killer boat, one of the eight that accompanied the French mother ship *Anglo Norse* on her record Antarctic whaling trip.

Suddenly there was a rush and a great falling of water as a whale broke the surface. The water ran off him in rivulets, and his hide glistened in the sun. For a moment he lay, rolling quietly in the swell; and then—throwing his tail straight up—he began to sound. But it was too late. A harpoon already was boring its way into the whale's gray flank. Desperately the giant mammal sounded in an attempt to rid himself of the burning steel bombhead that exploded within his body. So furious was his descent, the killer boat was jerked toward the red spot he left on the water's surface. And although the winch brakes smoked and steamed, nothing could check the whale in his run.

For a few minutes the whale took out line. Then suddenly he surfaced—clouding the air with his bloody vapor. He gave a heaving sigh as he tried to take air, and his whole frame trembled with the effort. But the whale was weaker now—a second harpoon, a final convulsion, and it was all over.

Before the killer boat could approach, the whale sank. The winch began to rattle—pulling the whale to the surface by the harpoon line. The killer boat heeled over with the tremendous weight. But soon the dark form of the whale turning slowly at the end of the rope, defined itself beneath the sunlit water; and a moment later it broke the surface.

Once the whale was on the surface, a lance was plunged into its stomach. The nozzle of a compressed air hose was forced in through the incision. The air was turned on, and soon the stress on the whaling tackle ceased. The listing killer boat righted itself, and settled back on the water. All that remained was to attach a radar reflector to the carcass, and inform the *Anglo Norse* of the kill by radio-telephone.

Radar Helps Mother Ship Avoid Icebergs

It was night when the *Anglo Norse* equipped with a Raytheon "Mariners Pathfinder" radar, started out in search of the newly-captured whale. There was a full moon, and as the mother ship traveled toward her prey,

her course was a path of silver in a sea of sullen blackness. On either side, icebergs stretched their crests upward, like marble columns reaching for the sky.

Once an iceberg lay dead ahead, trapping the moonlight and casting a shadow over the vessel. But the *Anglo Norse* had been forewarned by her radar, and already was altering her course to avoid the danger. When the iceberg lay off her stern, the mother ship turned back onto her old course—leaving behind her a phosphorescent track. Thus the *Anglo Norse* steamed onward, using her radar as an "eye" to pierce the night and guide her on her journey.

Finally a small but distinctive "pip" was noticed near the top of the radar scope. It was the whale and its reflector. Changing course slightly, the *Anglo Norse* hurried to the spot where the carcass lay wallowing in the sea.

As the mother ship approached, the whale barely could be seen. Only when it rose sluggishly on top of a long, low roller, did it become visible in the darkness. But on the radar scope, the hulk was easy to see, hence it was not difficult to maneuver the vessel into a position where a line could be passed around its tail.

When the *Anglo Norse* was in position, two seamen approached the whale in a rowboat. They were carrying one

(Continued on page 46)

A harpoon gun on a whaler.



Oystermen Hold First Gulf Coast Convention

Better Utilization of Oyster Fishery and Promotion
Of Oyster Sales Discussed at New Orleans Meeting



Reelected officers of the Oyster Growers & Dealers Association of North America with head of the Louisiana Oyster Dealers & Growers. Left to right, J. Richards Nelson, president; Royal Toner, 1st vice president, of the North America group; Baldo Pausina, president of the Louisiana organization; William M. McClain, and William P. Ballard, 2nd vice presidents of the North America association.

A BOAT trip to the oyster beds off Grand Isle, La. was one of the high lights of the 45th annual Oyster Convention, held June 22-25 at the Jung Hotel in New Orleans. The joint meeting of the Oyster Growers & Dealers Association of North America, Inc., Oyster Institute of North America and the National Shellfisheries Association was attended by approximately 300 people.

A caravan of four chartered busses carried the conventiongoers on the 110-mile trip to Grand Isle, where they boarded four oyster boats which went to near-by oyster beds. The guests watched a demonstration of oyster dredging operations and were served freshly-opened oysters. They returned to Grand Isle for a shore lunch at the Summer camp of Mr. and Mrs. Bertoul Cheramie, who treated them to shrimp, crabs and fish.

Other features of the convention included a conducted tour of the French Quarter and a Mardi Gras pageant, banquet and ball. Boston was chosen as the site for next year's convention.

The Oyster Growers & Dealers Association re-elected all of its officers, including the following: President, J. Richards Nelson, F. Mansfield & Sons Co., New Haven, Conn.; 1st Vice-President, Royal Toner, Lester & Toner, Inc., Greenport, N. Y.; 2nd Vice-President, William P. Ballard, Ballard Fish & Oyster Co., Norfolk, Va.; Junior 2nd Vice-President, William M. McClain, William M. McClain, Inc., Philadelphia, Pa.; and Executive Secretary-Treasurer, David H. Wallace, Annapolis, Md.

Named as President of the National Shellfisheries Association was Dr. A. F. Chestnut, Institute of Fisheries Research, Morehead City, N. C. G. Francis Beaven of Chesapeake Biological Laboratory, Solomons, Md., was elected Vice-President, while Dr. M. R. Carriger of Rutgers University, New Brunswick, N. J., is the new Secretary-Treasurer.

In view of the benefits derived from a continuous, uninterrupted program of research, a resolution was passed at the convention requesting the U. S. Department of Interior to take appropriate action to continue the oyster research program in the Gulf area. The resolution was directed particularly at the proposed closing of the U. S. Shellfish Laboratory at Pensacola, Fla., as part of the national economy program. It was pointed out that if this laboratory were to cease operations, the Gulf area

would have no oyster research program supported by the Federal Government.

Progress Toward Higher Oyster Yield

W. Dudley Gunn, Secretary-Treasurer of the Gulf States Marine Fisheries Commission, who spoke at the first general session, pointed out that his organization appreciates the fact that a better utilization of the Gulf Coast oyster fishery can be obtained through raising the level of annual production in pounds of meats. He said it appears that the best approach toward attaining a higher sustained yield is that of increasing the oyster population through the developing of new producing areas.

Mr. Gunn continued: "The trend toward the States establishing so-called oyster reservations is much in evidence. Louisiana has done considerable pilot work in this field which has opened an avenue for a better utilization through increasing the population.

"Due to the exchange of information between the State agencies, industry and others at Commission meetings and in the interim between meetings, our people are now alert to the importance of selecting areas for cultivation which are less likely to favor enemies in periods of high salinity and temperature.

"Closer attention is now being given to the timing of shell planting. It is important to the fishery on the Gulf, an area of normally heavy spatfall, to schedule shell planting so as to collect if possible a medium, not an excessive, amount of spat, thus reducing crowding and minimizing the competition for food.

"It seems evident that future plantings of both shell and seed will be made only after proper investigation has indicated the ability of a presently non-producing but prospective growing bottom to support the weight of an oyster population and to possess all other properties essential to survival and development. With the developing of scientifically-selected new grounds in less saline waters, and with closer adherence to planting at the proper time, a real approach to increasing production is being made.

"It is recognized by all States that a higher sustained yield also depends upon complete knowledge of the life history of the oyster and of its enemies. Much valuable work already has been done on the life history of the

Gulf oyster. Further investigations are in progress. Too little research has been done on the predators. However, programs involving life history studies of the conchs, boring clams and others are progressing.

"Generally speaking the Gulf States now are attempting to accomplish the following: 1. maintain highest level yield from productive public reefs, under present size limits, by planting shells and to some extent transplanting seed to more favorable growing grounds; 2. increase the oyster population through establishing new reefs for the benefit of producers operating on both public and private ground.

"New areas which are expected to receive attention during the current year include: the Crystal River, Cedar Keys and West St. Andrews Bay area in Florida; Mobile Bay Cedar Point area and Portersville Bay area in Alabama; the Sound area near the mouth of Lake Borgne and St. Louis Bay in Mississippi; the Lake Borgne area in the vicinity of Half Moon Island in Louisiana; and Matagorda Bay proper or some of its arms in Texas.

"We are fortunate here on the Gulf in having the following advantages: much more bottom acreage available for cultivation than is now being utilized; generally heavy spatfall and very good set; rapid growth which is common to the semi-tropical waters of all the Gulf States.

"With such assistance from nature and with the strong support of all interested in seeing an upturn in the declining production curve of the Gulf oyster, there is little doubt but that a better utilization of this fishery resource can be accomplished in the not too distant future."

Another topic discussed at the first general session was the Florida scallop industry, with C. P. Idyll of the University of Miami Marine Laboratory as the speaker. Mr. Idyll covered biology of the scallop, location of the beds, fishing and handling methods and economic aspects of the fishery.

Selling Oysters to the Housewife

In her talk at the industry session, Mrs. Hazel Brown of the Fitzgerald Advertising Agency, New Orleans, pointed out the advantages which oysters offer to the housewife. She also told of the nutritional value of oysters and the need for attractive labels with cooking and serving suggestions.

Mrs. Brown declared: "We're interested in oysters and you're interested in oysters. So you can see, the little lady who trundles her grocery cart up and down the aisles is very important to all of us. We've got to know what makes her reach—reach for oysters and come back to the grocery the next week and the next and keep on reaching.

"If we remember, the reason we want to meet this modern Mrs. is because that's where the money is—then perhaps the most important of them to get well acquainted with is the woman with two paychecks to spend. She's the woman with a job, and she represents one of the biggest changes in Mrs. America in recent years.

"But what's different about the working wife? Principally this: She's bread winning instead of bread baking. Suddenly, she has become typical of one-third of all of



New officers of the National Shellfisheries Association. Left to right, Dr. A. F. Chestnut, president; G. Francis Beaven, vice president; Dr. M. R. Carriker, secretary-treasurer.

your housewife customers. She is a rich and readily accessible market for the oyster industry, and you only have to know a little about her problems to see why.

"As you can well suspect, the number one bugaboo in this lady's life is time—lack of time. Fortunately, for your industry, oysters are one of the quickest cooking foods of all. But unfortunately, too many women still associate oysters with that elegant oyster creation they had in that little French restaurant on their honeymoon, or with special occasion meals—the oyster stuffing for the Thanksgiving turkey and the oyster cocktail for Christmas dinner.

"Recently, McCall's magazine conducted two intensive surveys among 1952 brides and came up with some interesting information for advertisers. There were 1,600,000 brides in 1952—1,600,000 new customers for your produce.

"Is it worth the oyster industry's while to court these new brides' favor? I believe it is. Of all women, here is the group that needs meal planning help most of all. The bride's inexperience in the kitchen forces her to seek help wherever she can find it—in newspapers and magazine service features and advertising, in recipe slips at the grocery store and on package labels.

"When youngsters appear on the scene, this little lady gets really busy. And in addition to the actual round-the-clock care of her children, she takes on another concern. Now she not only has to plan appetizing meals, but she is much more aware of nutrition. She has to be sure her children are getting the vitamins and minerals this modern mother knows are important to growth and health.

"Here, the oyster industry has a wonderful story to tell. Oysters are rich in proteins, in iron and vitamins—especially A and B Vitamins. But let's not let it go at that. Let's translate this nutrition story into one young mothers can grasp immediately. Let's talk about body-

The mayor of New Orleans samples Louisiana oysters on the half-shell at the Oyster Convention. Left to right, Ben J. Shear, Ajax of Louisiana; Joseph M. Jurisich, chairman of the Convention Committee; Mayor de Lesseps S. Morrison; Wm. M. McClain, vice president of Oyster Growers & Dealers Association; G. I. Rupert Lane, Association director from Maryland; and David H. Wallace, director of the Oyster Institute.





Left to right, Etienne Perrin, Jr., E. Perrin Seafood, Golden Meadow, La.; Bertoul Cheramie, Morgan City Packing Co., Chairman of the Oyster Convention field trip to the Grand Isle oyster grounds; and Mrs. Cheramie, who supervised the preparation of the shore luncheon served at Grand Isle.

building proteins for sturdy bones. Let's talk about iron for healthy red blood cells, Vitamin A's importance to the young for growth, for good vision, for protection against infection. Let's talk about the B Vitamins for steady nerves, normal appetites, good digestion and healthy skin. Your oysters have them all.

"The wife and mother with only one paycheck in the family is a push-over for anybody who can help her stretch her food budget. And while oysters are not an inexpensive food item, I believe it would be worthwhile to show women how their very richness makes a little go a long way—when combined in casserole dishes, for instance, with rice, noodles or potatoes.

"While grocery shopping today is still mostly a week-end activity, it's a job crowded into a busy work schedule, and quite often is done at night in stores staying open one or two or more evenings a week to accommodate these customers. On an average a woman spends about one and three-tenth hours a week shopping, and she's confronted with thousands upon thousands of items, so you can see it is more important than ever for your product to make itself seen, to make itself wanted. An attractive label, one that catches the eye, that gives immediate identity, and offers cooking and serving suggestions, is invaluable advertising right where you want it most—at the point of sale. You can't depend on selling to only those customers who came into the store with oysters written down on their shopping lists. Impulse buying accounts by far for the greatest part of today's grocery shopping."

Oyster Information Bureau Activities

Royal Toner, chairman of the Public Relations Committee of the Oyster Growers & Dealers Association, described operations of the Oyster Information Bureau, which is headed by A. E. Kessler. Toner pointed out that the Bureau is located close to radio networks, magazine publishers and feature syndicates in New York City.

Stories about oysters in various women's and home magazines and Sunday newspaper supplements were showed by Toner, and he pointed out that recent rice industry advertisements featured an oyster tie-in photograph supplied by the Information Bureau. Oyster publicity used by hotel and restaurant magazines, as well as by publications distributed in chain stores, was described by Toner. He said advertising authorities estimate that the oyster business obtained a total of a million dollars worth of free advertising last year through its publicity program.

In pointing out what other segments of the industry are doing to promote their products, Toner told of the ½ million dollar advertising program of the Maine sar-

dine industry and the new ¾ million dollar campaign of the canned salmon business.

Views of an Oyster Distributor

"The Distributor's Position in the Sale of Oysters" was the title of a paper presented at the industry session by J. Z. Helf, Booth Fisheries Corp., Chicago. He commented: "In the early days of my experience in the industry, production was centralized at four or five points; namely, Baltimore, Crisfield, and Norfolk in the Bay Section, and Long Island Sound in the North, with New Jersey just breaking into the picture as an oyster shucking center. Production was controlled through several major producers in these key points and some direct shipping was done, but it was the distributor that handled the bulk of the selling and distribution.

"Transportation facilities were not the best in those days and the method of shipping in large returnable containers eliminated the possibility of the average small dealer in purchasing his requirements except through a distributor. However, the advancement of transportation and refrigeration combined with the trend of the industry to decentralize from large producers in key points to small independent shucking houses, caused a general movement toward direct shipment, with the result that the distributor's competition was multiplied. This caused the distributor to double his efforts in seeking out additional small outlets to maintain his volume.

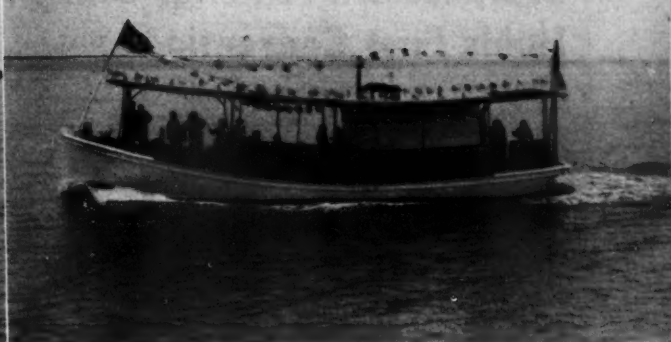
"In the present evolution of history repeating itself, we feel definitely that the distributor is coming back into his own—through the continued increased transportation rates and extra charges for re-icing. The common carriers are doing for the industry what the industry would not do for themselves, and that is in creating a differential by raising rates and costs to the small dealer, forcing him to pay a higher delivered cost than the volume buyer—who can take advantage of lower and more efficient transportation facilities.

"The distributor, however, should not be expected to derive his compensation entirely from his advantage in transportation costs, but should receive some support from the industry that he is promoting. We therefore feel that some consideration as to a wider range of price differentials should be established by the industry than the one now in effect, which is based on the very small quantity of 40 gallons. From that point the price is the same whether it is the minimum of 40 gallons, or a truck or carload of 2000 gallons or more. This does not seem to be equitable in view of the economic savings in volume selling to a distributor.

"While Southern oysters always have been noted for a very distinctive and delicious flavor, their keeping and shipping qualities had to be our first concern. However, this last season we started breeding oysters in plants that we had established in the South for the breeding of shrimp, and feel that we definitely have established the beginning of the distribution of Southern oysters.

"We, like the majority of distributors, do not exist on oyster sales alone, but it is a segment of a sales organization selling seafoods in general, including fresh, frozen, smoked and cured, and also in line with the present trend of the times, quick-frozen foods. We are happy to report a rapid and constant growth in the demand for frozen fresh oysters and frozen breaded oysters, and feel that as the years go by we will see a continued and increasing demand for frozen shellfish to a point where oysters will be consumed 12 months of the year. This demand for frozen oysters should do much to stabilize the industry in two ways—first, by providing an outlet for your products through freezing surpluses at times of a glut market; and—second, by providing a supply of frozen oysters at a reasonable cost to the consumer during periods of scarcity of fresh oysters.

"It must not be overlooked by the industry or rather those freezing oysters, that this process does not improve the quality but only maintains it, and the product removed from the package is no better than the quality that was originally put into it. It would be a very grave



Two of the oyster boats which took Oyster Convention guests to the Grand Isle, La. oyster beds. Left, a dredge of oysters being hauled aboard the "Franka", owned by Simo Slavich & Sons, New Orleans; right, the "Captain August", owned by August Pitre of Cut Off, La.

mistake to hold oysters and freeze them as a last resort in saving them, but rather surpluses should be anticipated and provisions made for freezing immediately after shucking to preserve the flavor and quality. Nothing should be done to put a stumbling block in the way of the progress that is being made in educating the public to make oysters part of their regular diet throughout the entire year."

Four papers on the biology of the oyster were given at the convention's first scientific session. They included the following: "Observations on the Rate of Propulsion of Water and Retention of Coliform Bacteria by the Gills of the Oyster"—Dr. Paul S. Galtsoff, Woods Hole, Mass. shellfish laboratory, Fish & Wildlife Service, and William Arcisz, Woods Hole Shellfish Sanitation Laboratory, U. S. Public Health Service; "Two New Methods of Research on Behavior of the Oyster"—Martin D. Burkenroad, Institute of Marine Science, Port Aransas, Texas; "A Study of the Response of Oysters to Temperature and Some Long Range Ecological Interpretations"—Albert Collier, Fish & Wildlife Service, Galveston, Texas; "The Annual Cycle of Reproduction, Growth and Fattening in Louisiana Oysters"—Sewell H. Hopkins, J. G. Mackin and R. Winston Menzel, A. & M. College of Texas, College Station, Texas.

Sanitation Control Discussed

An address on sanitation control was given at the second general session by Richard S. Green, chief of the Shellfish Branch, Division of Sanitation, U. S. Public Health Service. Regarding new technological developments, Mr. Green expressed the following opinion:

"None has attracted more interest, or seems to give

greater promise, than the packaging of frozen shellfish including those which are breaded for immediate use by the housewife. The ingredients used in the batter mixes, and the special handling necessary in processing, have brought about a need for special recommendations for such operations.

"A draft of recommended sanitation procedures for this portion of the shellfish industry has been written for discussion purposes. The final document will be prepared after we receive comments from all concerned, including industry representatives. In its preparation, such items as procedures for hand-processing and the proper design of machinery for doing the work mechanically were covered; the steps necessary to insure supplies of batter mix and breading ingredients of good quality were outlined; and the details of packaging and labeling were covered.

"This new field in the shellfish industry has attracted many operators, not a few of whom are located long distances from the coast, who are largely unfamiliar with the traditions of the shellfish industry, and are dependent on shipments of shucked shellfish from others. They need special guidance in order to produce a package which is a credit to the industry. We believe our new recommendations will help in this direction, but, here again, in the best interests of all concerned, we should have the direct, participating interest of key groups and leaders in the industry."

Report of Oyster Institute

In giving the annual report of the Oyster Institute of North America, David H. Wallace, Director, declared that for the past 2½ years he has been engaged in a project to expand membership of the organization so that it would be fully representative of the oyster industry, and at the same time balance income with expenditures. This activity was necessary since the Institute was collecting several thousand dollars less than was necessary to maintain the office and pay the salaries of the personnel. Furthermore, the membership, while handling the bulk of the oysters, did not include the majority of the packers.

Wallace disclosed: "While our membership has increased 47% in the last two years, and our group probably handles 75% of all oysters in the United States, there are many small packers who have not joined the Association. These are most important since their need for representation is probably even greater than the larger firms.

"Another function which has been performed is the encouragement and fostering of local oyster associations or organizations. Many functions of vital importance are carried out by the States. Local groups, generally with leadership provided by our State Directors, have developed and been strengthened during the past year.

"We have tried to convey to Federal and State agencies the problems facing the industry and where necessary, solicit their support. Raising of quality standards to the highest possible level by industry cooperation has been

(Continued on page 30)



Another one of the oyster boats that took out Oyster Convention visitors at Grand Isle, the "Miss Loretta", owned by Hedricks Bros. of New Orleans and powered by a 165 hp. General Motors Diesel. A fourth boat, the Caterpillar-powered "J. V. Franks", owned by J. V. Franks & Sons of New Orleans, also was used for the party.

Southeastern Fisheries Group Holds First Convention

With two major accomplishments in its initial year of existence, the Southeastern Fisheries Association is gearing up for more achievements for the seafood industry in Florida, Georgia, Alabama and the Carolinas. At its first annual convention in Jacksonville, Fla. June 28-30, the Association authorized the creation of sectional organizations for two branches of the industry, and adopted resolutions for political action on State and Federal levels.

Under the branch plan, as recommended by the Board of Directors, the shrimping industry will form a section and all other fishing interests another section to handle special problems arising in their fields. Each section will be headed by a seven-man committee and will have power to levy special assessments within the section. However, the sections will be subordinate to the parent organization in matters affecting the entire Association.

Under Anthony J. Robida of Jacksonville, outgoing president, the infant organization helped bring about an agreement with the Mexican Government on shrimping rights in the Gulf of Mexico. The Association also authorized a new salt water fisheries code for Florida which the Legislature enacted this Spring.

In its political action resolutions for the coming year, the Association will ask Congress to restore the 28 percent cut in fishery research appropriations and to permit non-regulated motor carriers to continue transporting agricultural and fishery products in interstate commerce.

The group also will request that the State Department retain the post of Special Assistant to the Undersecretary for work on international fishing problems. On the State level, the organization will ask the Florida Game and Fresh Water Fish Commission to reconsider its recent ruling prohibiting commercial fishermen from seining in fresh water rivers and lakes.

Harry F. Sahlman of Fernandina Beach, Fla., the Association's new president, said one of his primary objectives in 1953-54 will be the curbing of "pollution of fishing areas by pulp mills". Elected to serve with Sahlman during the coming year were Heber Bell of Pass-a-Grille Beach, Fla., first vice-president; Frank H. Fant of Jacksonville, second vice-president; Herbert Love of Miami, secretary; and J. Roy Duggan of St. Simon's Island, Ga., treasurer. Robida, outgoing president, automatically became chairman of the Board of Directors.



Officers of the Southeastern Fisheries Association for 1953-54. From left to right, front row: Harry F. Sahlman, Fernandina Beach, Fla., president; Anthony J. Robida, Jacksonville, Fla., chairman of the board; Herbert Love, Miami, Fla., secretary. Back row: Heber Bell, Pass-a-Grille Beach, Fla., first vice-president; Frank H. Fant, Jacksonville, second vice-president; J. Roy Duggan, St. Simon's Island, Ga., treasurer.



Murray Wheeler, director of public relations, National Fisheries Institute, and Joseph J. Grillo, mayor of Gloucester, show packaged ocean perch fillets to Jane Nickerson, New York Times, and Betty Niles Gray, Ladies Home Journal.

Nation's Food Editors Visit Gloucester Fisheries

Gloucester, Mass. celebrated 330 years of fisheries progress on June 4 by entertaining 50 of the nation's leading food editors, broadcasters and telecasters. These experts in the food field—which included representatives from national magazines and syndicates and from the daily press, radio and television of New York, Philadelphia, Washington and Boston—came to Gloucester for a tour of the fisheries and a trip on the most modern type of trawler, under the sponsorship of the Gloucester Fisheries Association and the National Fisheries Institute.

On their tour of Gloucester's fish processing plants, the editors visited the Birdseye Division of General Foods, Cape Ann Fisheries, North Atlantic Fish Co., Empire Fish Co., North Shore Packing Co., and Gorton-Pew Fisheries Co., Ltd., where they saw filleting by hand and machine, packaging and freezing of raw ocean perch fillets, pre-cooked fillets and breaded fillets. Machine filleting is, of course, in the experimental stage; North Shore has a battery of eight machines. The editors also had an opportunity to see the State Fish Pier to inspect the new Tri-Cove Cold Storage plant, which will have a capacity of 4,000,000 lbs.

The following morning the visitors sailed around the harbor on the ocean perch dragger *Felicia*. Lawrence C. McEwen of Cooper-Bessemer Corp. served as guide.

Another feature of Gloucester Day especially interesting to the editors was a local Ocean Perch Recipe Contest, sponsored by the Gloucester Daily Times. Mrs. Anne Jane Landeck, who won with her ocean perch fillets broiled with onion slices, was a guest at the Gloucester Day dinner. Judges were several of the visiting editors.

The boat trip and tour of the plants was planned by the Gloucester Fisheries Association. Eben Carroll, Gorton-Pew Fisheries, served as chairman of the committee; John Del Torchio and Gordon Moore of Cape Ann Fisheries arranged the tour; and Leonard Linquata, Progressive Fish Wharf, Inc., was treasurer.

Maine Has New Sea and Shore Fisheries Commissioner

Maine's new Sea and Shore Fisheries Commissioner, Stanley R. Tupper, was sworn in June 17 in ceremonies held on the Boothbay Harbor waterfront. Gov. Burton Cross administered the oath aboard the 50' cruiser *Kada IV*, owned by former Senator Dana K. Bowker of Portland, while the vessel lay moored alongside Fisherman's Wharf. Tupper, who was appointed to a four-year term, has resigned as Representative to the State Legislature. He replaces Robert L. Dow as Commissioner, the latter having resigned to devote full time to marine conservation and research studies.

The Sea and Shore Fisheries Department reorganization stemmed from Governor Cross' belief that "a much broader program of marine research and conservation is absolutely essential to the carrying forward of a progressive program in saving our natural marine resources. Mr. Dow will assume complete charge of this accelerated program, as director of research and conservation," the Governor said. Tupper will have responsibility for enforcement and overall administration. He has been a department legal advisor and deputy commissioner in the past, and was active in helping to organize the Boothbay Harbor Fishermen's Cooperative.

While a member of the 96th Legislature, Mr. Tupper was chairman of the Sea and Shore Fisheries Committee. He also was chosen by the Legislature to represent Maine on the Atlantic States Marine Fisheries Commission. As Commissioner of Fisheries, he will continue as a member of this Commission.

"Surge" Lands Record Rockland Fare

The Birdseye trawler *Surge* landed the largest fare ever recorded at Rockland the second week in June, when she weighed out a total of 369,000 lbs. of redfish and groundfish. The craft is operating on an experimental plan which pays crewmen a salary in lieu of the system of shares for boat, crew and owners.

The proposal of the company to operate the trawler on the new plan, which includes several employee benefits that fishing boat crews did not receive previously, is new to the industry. It is being watched by fish plant and boat owners along the coast, as well as by fishermen and the Atlantic Fishermen's Union.

Two Fishing Craft Change Hands

Two Maine fishing vessels have changed ownership recently. The Birdseye trawler *Flow*, which has been fishing out of Rockland the past three years, has been sold to Gloucester interests identified as The Trawler *Flow*, Inc. The craft, one of General Foods larger ships, has been a steady producer of high fares during its stay at Rockland.

The other boat which has been sold is the 36' dragger *Pearl*, built in 1946 by Harvey Gamage for Corliss Farrin of South Bristol and now owned by Stanley Buys of Long Island, New York. The new owner bought the *Pearl* with complete dragging equipment, and plans to work her off the Long Island shore, out of Sayville.

Kennebec River Clam Flats to Be Resurveyed

Municipal Court Judge Gardiner R. Deering recently called for a new survey of closed clam flats in the lower Kennebec River and a public report on the results. Meanwhile, he delayed a hearing on charges 11 persons were digging there illegally. The Judge said Stanley R. Tupper, Boothbay Harbor, State Sea and Shore Fisheries Commissioner, was "immediately agreeable" to making a survey and public report.

The last survey was made in 1948. The flats in question are located in the so-called Area 20, in the towns of Phippsburg, Georgetown and Arrowsic.



The "Ethel M.", 38' Winter Harbor, Me. dragger and herring pumper, hauled out for a new paint job. Built by William Frost of Jonesport and owned by Fulton Backman, the craft is powered with a Chrysler Crown engine with 2:1 reduction gear.

Sardine Pack Lower

As of the latter part of June, the sardine pack in Maine was only about one-third of the 1,000,000-case total processed to that time a year ago. The first sardines of the season at Lubec were packed June 2 at the Alco Canning Co. The Maine packing season opened April 15.

Party Fisherman "Vivian" Launched

Rockland Boat Shop launched the 42' party boat *Vivian* June 19. Built for William Wolfe of Forked River, N. J., the craft is to be used in carrying fishing parties from Metropolitan New York.

She has a 12' beam, oak frame, cedar planks and mahogany finish. Twin engines of 110 hp. each will furnish power for propulsion, and the boat is equipped with Columbian propeller and controls. The craft has two deckhouses, a large one amidships, and another, much smaller, over the cockpit.

Boothbay Region Shoals Being Located

Nautical charts of the Boothbay Region's bays and inlets are likely in the near future to be safer than ever, as a result of work being done the latter part of June by two 66' Coast and Geodetic Survey vessels. The *Hilgard* and the *Wainwright*, manned by a crew of 15 men and four officers, are busy sweeping with a wire drag every inch of navigable water from the Damariscotta River east to the entrance of Penobscot Bay. When the job is done—perhaps by October—fishermen can be sure that the depths marked on their charts are correct.

So thorough is the job done by the wire drag that no treacherous rock pinnacles are likely to escape detection. Every hummock, reef and shoal spot is being checked to determine its exact depth. Heading the sizable project is Commander Edward B. Brown, a veteran of 24 years' experience with the Coast and Geodetic Survey.

According to Commander Brown, he and his men completed dragging John's Bay (West of Pemaquid) the middle of June, and started work on the Damariscotta River. John's Bay has been dragged as far up as Sproul's Point.

Building Huge Lobster Boiling Tank

The Maine Seafoods Festival is now building what is believed to be the largest lobster boiling and clam steaming tank in the world, and will have it ready for the opening of the 1953 Festival the afternoon of July 31. The unit will have two boiling cauldrons which will measure 14' in length and 43" in diameter each. Site of the cauldron will be at the left of the Public Landing entrance and close to where the large cook tent of the Festival is placed.

The big unit will have a capacity of some 2,000 lbs. of lobsters at one time. Portholes in the tanks will permit workers to lower whole crates of lobsters or clams into the steaming cauldron with the overhead boom.

Louisiana Inside Waters Closed to Shrimping

The season for taking of shrimp in Louisiana coastal waters was closed June 21 by the Louisiana Wild Life and Fisheries Commission, and will remain closed until August 10 in all "inside" waters. Twenty-four hour patrols to enforce the closed season will be maintained by the Law Enforcement Division. The chief of the Division said: "All violators apprehended during the closed season will see their catch and equipment seized upon their arrest for the first offense, and stronger measures will be taken if they are found to be second offenders."

Inside coastal waters are listed as: Chandeleur Sound, Breton Sound, Bastien Bay, Blind Bay, Garden Island Bay, East Bay, West Bay, Barataria Bay, Timbalier Bay, Terrebonne Bay, Caillou Bay, Atchafalaya Bay, East Cote Blanche Bay, West Cote Blanche Bay, Vermilion Bay, and all the other bays and sounds along the Louisiana coast, and the waters of the Gulf of Mexico east of the Mississippi River to the South West Pass, and between the "cutoff" at Rabbitt Island, or the boundary between the St. Mary and Iberia Parishes to the Sabine River west of the Mississippi River, of which the water is less than three fathoms deep.

The inside waters of Louisiana were opened to shrimping on April 16. Production continued light until the Spring run of small brown shrimp began in May. The run started several weeks earlier than in 1952 and production was quite good. Shrimp ran from 70 to 150 count per pound, with the canneries getting most of the production.

Lakes Shrimping Season Decided

Lake Pontchartrain, Lake Maurepas and Pass Manchac will be opened to commercial shrimping during the season which begins Aug. 10, the Louisiana Wild Life and Fisheries Commission decided at a recent meeting. Under the order permitting shrimp fishing in these waters, the trawls will be limited to 35' in width.

In Lake Pontchartrain, the trawling will be restricted to two miles from the shoreline, except from the Jefferson Parish line to the mouth of Pass Manchac, where the limit from the shoreline will be one-half mile. Commercial fishing in the three areas will be limited to Monday through Friday.

"Early Bird" Sinks

The 50' fishing boat *Early Bird* hit an underwater obstruction and sank June 17 off South West Pass, at the mouth of the Mississippi River. The two men aboard the craft—Henry Morgan, owner, and David Dardar, both of Golden Meadow, were rescued by the fishing trawler *Enola*.

The Coast Guard said the *Early Bird* struck a submerged dynamite pipe, used in offshore oil exploration, and sank in about 39' of water approximately 500' west of South West Pass. The sunken craft is not a menace to navigation, the Coast Guard stated.

Oyster Pack Light

Louisiana canned oyster production was considerably lower this season than in 1952. The public reefs closed on May 15, and only two cannery continued operating on private beds. Dealers do not expect this season's pack to carry them over to next season.

Discuss Weather Reporting Service

George L. Canady, meteorologist with the New Orleans Weather Bureau, met with local citizens at the Morgan City-Berwick Chamber of Commerce office June 17 to discuss possible improvements in the weather reporting service. Local people present emphasized the need for having a more complete weather report posted for the owners of small boats with radio equipment. They pointed out the rapid growth in fishing and shrimping



The 50' shrimper "Dana", owned by Wilbert Dinger, Sr. of Berwick, La., and powered with an 80 hp. D8800 Caterpillar Diesel with 38 x 30 Columbian propeller which turns through 2:1 Twin Disc reduction gear. The craft is painted with Pittsburgh paint, and is equipped with Surrlette batteries, Roebling wire rope, Linen Thread Co. Gold Medal nets, Stroudsburg hoist, Northill anchor and RCA radiotelephone. She uses Gulf fuel oil.

activities in recent years in the Morgan City-Berwick area.

Calvin J. Ozio, local weather observer, assured his cooperation with the Chamber of Commerce in posting small craft, storm and hurricane warnings in the lobby of the City Hall. This will be in addition to the signal from the tower on Front Street. The possibilities of establishing a regular weather station in Morgan City also were discussed.

Crab Yield Back to Normal

Crab production is about back to normal, according to Raymond Egle of St. Mary Seafoods Co. Grand Lake fishermen are once again getting big catches of blue crabs. Mr. Egle has about 90 workers in his riverfront plant.

Trawler "Voncille" Lost in Fire

The 60' shrimp trawler *Voncille*, owned by Rhodes Bros. of Morgan City, and skippered by Capt. Tommy Rhodes, was completely destroyed by fire off the coast of Cameron on June 22. The owners, and their brother "Tex" Rhodes, stayed aboard as long as they could trying to extinguish the fire. They were picked up by the trawler *Roy's Boy*, which took them into Morgan City. The *Voncille* fished for the Twin City Fishermen's Co-op.

Boat Has New Type Refrigeration Unit

The 104' *Sea Hornet*, owned by Clayton Wiggins, left Morgan City the middle of June with a new type refrigeration unit. Instead of freezing the shrimp, the unit preserves the crushed ice. Besides Wiggins, the crew consists of Arthur Oncale and Shelby Dufrene.

Trawlers Overhauled at Solar's

Several shrimp trawlers have been overhauled recently at Solar's Shipyard in Morgan City. They include the 65' *Rosemarie*; the *Joan Dora*, Joe Brisco, who fishes for the Twin City Fishermen's Cooperative; the *Yana*, Roy Bourg of Berwick; the *Dizie W.*, owned by S. J. Watkins, Sr. of Berwick; the *Bessie*, R. V. and Russell owned by Adolph Verrett of Morgan City; the *Miss Ramos* owned by John Tringali of Patterson; the *Tarheel* owned by Ashley Galloway of Morgan City; the *Courageous* owned by Harvey Lewis of Morgan City; the *Miss Patterson* owned by L. E. Fabre; *Captain Dave* owned by Rudolph and Roy Aucoin of Morgan City; and the *Janice Bric*, owned by Adley Verrett of Morgan City.

Johanson Heads Shrimp Festival Association

Jack Johanson is the new president of the Louisiana Shrimp Festival & Fair Association, and Mrs. Elizabeth Russo is the new secretary. Johanson, who has been serv-

ing as secretary, succeeds L. W. Fonteneau, who resigned. Committee chairmen reported at a recent meeting that plans are taking shape, and two full days of entertainment are assured for September 5-6.

New Wickwire Dealer

Dennis Viator Net Shop of Delcambre, La., has been appointed as dealer for Wickwire trawling cable. Among other Wickwire distributors in Louisiana is Webre Calais, Golden Meadow Net Shop, Golden Meadow, La.

Mississippi Plants Shells On its Oyster Reefs

Some 19,000 barrels of shells were planted on Mississippi Coast oyster reefs during May, according to an announcement by Clell Dildy, secretary of the Mississippi Seafood Commission. Dildy said that in addition to the shells planted, some 3,000 barrels of shells were moved from Pass Christian reefs to reefs inside the waters of Bay St. Louis.

An additional 6,000 barrels of shells were planted during June. The work is being carried on under the supervision of Dr. A. E. Hopkins, marine biologist, and Chief Inspector Meco Filipich.

Gulfport Boats Must Move

The city of Gulfport plans to take measures to complete the transfer of the shrimp and oyster boats from the north wharf in the east side small craft harbor to suitable space in the commercial craft harbor on the west side. This action was scheduled to be completed before the annual fishing rodeo crowds began to appear in July. It was explained that the purpose of the small commercial craft harbor which recently was built to the west of West Pier roadway, is to give commercial boats sufficient docking space.

According to the city's policy of classification, charter boats operated for pleasure are not subject to removal to the new harbor. All others will be asked to move from the north wharf. Still being used by the commercial fishermen early in June, the wharf has dock space for about two dozen vessels.

Walker Has New Pogie Boat

A new pogie boat, the *Capt. Alex Lewis*, was recently completed by F. B. Walker & Sons, Pascagoula, and placed in operation in the Company's menhaden fleet. She is a sister ship of the *Capt. Charlie Lewis*, having a 116' steel hull powered with two 6-110 General Motors Diesels, rated 205 hp. at 1600 rpm. and driving 52 x 44 Columbian propellers through 4.5:1 reduction gears.

Close Shrimp Season

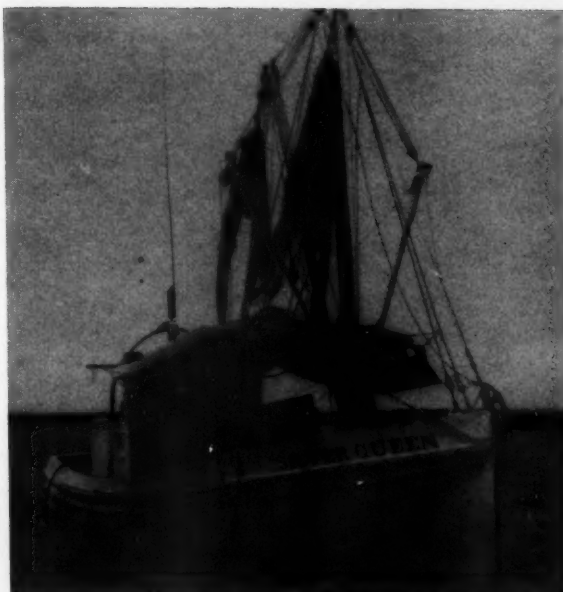
The Mississippi Seafood Commission closed the shrimp season June 21. However, fishing with a 16' trawl for bait shrimp and shrimp for home consumption will be permitted. A catch of 105 lbs. of legal size shrimp will be allowed each boat.

Building New Shrimper

Benny Yaeger of Biloxi is building himself a new 40' shrimper which will be powered with a 104 hp. Chrysler Crown engine with 2:1 reduction gear and Columbian propeller, sold by Kennedy-Morris Co., Inc.

"Oregon" Hampered by Bad Weather

A report has been issued by the Fish & Wildlife Service's Exploratory Fishing and Gear Development Section at Pascagoula, Miss. regarding the *Oregon's* activities during the cruise which began April 9 and ended June 20. The weather throughout most of the cruise was unfavorable, and relatively few schools of tuna were sighted.



A 65' balloon trawl and 8½' boards are used by the 45' "Silver Queen", owned by Maurice A. Johnson, Sr. of Buras, La. She is finished with Woolsey paint, and her power plant is a 165 hp. General Motors Diesel, with Hyde propeller. Other equipment includes Ederer webbing.

Contact was made with several small schools of blackfin tuna and white skipjack in the Straits of Florida, but only a few small tuna were caught from each school. The poor catch was probably due chiefly to the small number of tuna encountered, but some minor modifications of gear and methods can be expected to give better results.

Good tuna bait fishes of several species were found in the Florida Keys area and around the islands of the Louisiana, Mississippi, and Alabama coasts. Adequate quantities were taken at night with a new type of lift net designed specially for the purpose. Lift net fishing has the advantages of requiring less labor and less expensive gear, and of delivering the bait to the tanks in much better condition than methods requiring the use of receivers.

An electronic fish finder was used to examine suitable bottom for snappers toward the end of the cruise, and the results were promising.

New Engines Installed

Kennedy-Morris Co., Inc., of Biloxi recently installed 3 cylinder, Model 387, 68 continuous hp. P & H Diesels with 3:1 Twin Disc reduction gears in the *Joe L. and Sea Bat* owned by Leckich & Fayard Seafood Co. of Biloxi.

Four Chrysler Ace 87 hp. engines with 2:1 reduction gears have been bought from Kennedy-Morris by Tuna, Inc. of Moss Point, Miss. for use in repowering its menhaden purse boats.

Alabama Shrimp Season Closes

The commercial shrimping season in all Alabama waters closed June 20. In announcing the closing order, John R. Rockwell, chief of the Conservation Department's Sea Food Division, said the move was made after biological studies revealed that small shrimp are moving into all portions of Alabama waters. These small shrimp measure ¾" to 1", he added.

The season was opened only two weeks earlier in the Mississippi Sound and the lower half of Mobile Bay, after similar studies showed that few small shrimp then were moving into the area. Shrimping now will be prohibited until the regular season is opened early in August.



The 44' fishing tug "William G.", owned by Evar Bodine of Bayfield, Wis. She is powered with a 54 hp. Kahlenberg engine, and also has Kahlenberg propeller and horn.

Great Lakes Fishermen Making Good Catches of Walleyes

In the Green Bay area of Lake Michigan yields of herring, walleyes, chub and perch have been impressive. Big and Little Bay de Noc walleyes appear to be coming back in abundant numbers. Large quantities of small fish currently showing up in nets indicate big future catches, according to Kenneth Berg of the Escanaba, Mich. office of the Conservation Department.

Netting in Big and Little Bays de Noc at the close of the war produced tremendous hauls of walleyes, reaching 1,000,000 lbs. annually. The big catches followed excellent spawning conditions for two years.

In steady production on the Bay are herring, walleyes, chub and smelt. Commercial walleye fishing, restricted in certain areas of Bay de Noc, is functioning outside the closed area. This Fall, however, the area will be open to commercial walleye netting.

Commercial fishing on Lake Michigan has been generally fair after a good Spring season. However, production of chub, smelt, and herring is still registering in the field of top-level yields. The sea lamprey has done much damage to fish populations in Lakes Michigan and Huron, and it may be years before the big catches of trout and whitefish will return. However, many fishermen believe the process can be speeded up by extensive planting of fingerlings.

On Lake Huron's Saginaw Bay, fishermen are netting mainly for chub, perch, herring, suckers, and rough fish. On the Canadian side of Lake Huron, commercial net fishermen operating around the northern islands area were getting some nice takes of whitefish, but fishing was generally spotty.

Lake St. Clair fishermen were getting fair catches of pike, bullheads, perch, and sheephead.

Lake Superior Trout Yield Increases

On Lake Superior commercial trolling and increased set-hook line fishing in June-July upped lake trout production. Fishing fleets from Grand Marais and Duluth, Minn.; Cornucopia, Bayfield and Ashland, Wis.; Ontonagon, Portage Entry, Chassel, Big Bay, Marquette, Munising, Grand Marais, Brimley and Sault Ste. Marie, Mich., were making fair catches. Whitefish yields, however, were below expectations, with catches of herring and other fish moderately good.

Offshore fishing with gill nets in producing some fair catches of ciscowets. These are taken in deep water of Lake Superior, some 25 to 35 miles out.

Commercial fishermen operating on Lake Erie enjoyed a good Spring season this year, with sizable catches of the pike and pickerel varieties.

Some nice catches of "yellows" also were made in the Kelley's Island area. Yields of rough fish from trap nets

in Ohio waters were generally good. Gill nets were producing fair catches.

Erie, Pa. commercial operators were making moderate and occasionally good catches of blue pike and whitefish. The takes, however, were not considered large compared to more productive years.

At Dunkirk, N. Y., commercial fishermen were reporting mediocre yields, with exceptional good takes on occasion.

Commercial production of pickerel and sauger (often called walleyes) on Lake of the Woods has been very good.

Research Vessel Working in Lake Superior

The U. S. Fish & Wildlife Service's floating laboratory Cisco, assigned to lamprey research and study work, has been working in the western area of Lake Superior recently.

Dr. Stanford Smith, fisheries biologist of Ann Arbor, Mich., was aboard the vessel on a recent voyage. Dr. Smith said that his trip was a tour of investigation to obtain information about the fish in Lake Superior and also to do research work in limnology.

The Cisco is a 60' x 20' steel vessel with a high superstructure enclosing the pilothouse, machinery and quarters. The ship is Diesel-powered, and carries commercial fishing gear and all necessary nets for test lifts. Capt. Vern Seaman is skipper, while Clifford LaLonde is chief engineer.

Discuss Plans for Building Fish Meal Plants

Commercial fishermen of Delta County, Mich. met recently in Escanaba with officers of the Menominee County, Mich. Fishermen's Association to discuss plans for construction of a fish meal plant in the Escanaba area. The meeting was called by Wendell Beaucock of Menominee, president of the Menominee Association. Beaucock's group proposes the building of three fish meal plants in the two counties to utilize surpluses of smelt.

Anglers Seek Change in Walleye Season

Anglers at Algonac, Mich. and along the St. Clair River are circulating a petition for a change in the commercial fishing regulations on walleyes, prime sport fish of the vicinity. They seek postponement of the netting season opening from April 11 to May 20, on the grounds that many spawning fish are being taken to the detriment of sport fishermen. The Lake Michigan netting season begins May 20.

Herb Pocklington of Algonac, chairman of the "Walleyes Protective Committee", reports that a thousand signatures have been obtained. The petition is addressed to the Legislature. Pocklington contends there is no reason why walleyes in Lake Huron should be taken during the spawning season, while they are protected in Lake Michigan over that period.

Fish experts of the State Conservation Department say that the only time walleyes can be taken commercially in numbers is when they are concentrated for spawning. Saginaw Bay, formerly the most productive area in the State, is virtually barren of walleyes, according to Pocklington.

John August Anderson

John August Anderson, 81, one of Lake Superior's oldest commercial fishermen, died at his home in Marquette, Mich., recently. Born in Hannibal, Mo., Mr. Anderson came to Marquette with his parents at the age of one, and had been in the commercial fishing business for 70 years. The history of the commercial fishing industry of Marquette is practically the history of the Anderson family. The Peter Anderson Fish House was built in 1874, and has been in operation continuously since then.

Mr. Anderson was a charter member of the National Fisheries Institute and the Michigan Fish Producers Association, and also was in the American Fisheries Society, from which he recently received a life membership.

Florida Seed Oysters Being Planted in Northern Waters

Experimental plantings of Florida seed oysters in northern waters may lead to a new industry for the State. The Oyster Division of the State Board of Conservation is shipping seed oysters to such northern oyster-producing areas as Long Island Sound, to find out if they will mature to market size there.

The reason Florida can't keep its oysters at home and market them from the State is that many of the excellent oyster-producing areas are in shallow water, which results in a stunted product known as "coon oysters". Seed oysters could be gathered from these areas and shipped north without harming Florida's own mature oyster industry, according to Robert Ingle, assistant chief of the Oyster Division. He estimated that they might bring between 50¢ and a dollar per barrel, not including transportation charges.

Find Shrimp Beds off Apalachicola

Beds of pinkish Brazilian type shrimp have been located in 90 to 110' of water between Cape San Blas and Cape St. George off Apalachicola. The promising discovery has brought larger Apalachicola boats and some from the East Florida Coast and as far away as Campeche, Mexico to the site. One boat is reported to have brought in a haul of the medium-sized crustaceans valued at about \$5,000. Shrimp now are bringing 75 to 85¢ a pound wholesale, and catches of the usual bay blue shrimp have been running high.

Heaviest yields have been found in a mud gully, but larger boats have bumped bottom in trying to come through West Pass to reach markets in Apalachicola. Efforts are being redoubled to have the U. S. Engineers deepen the pass, a project already approved by Congress. A short cut channel across the end of St. George to fishing grounds also is sought.

Shrimp Fishermen Rescued by Tanker

The three crewmen of the 65' Tampa shrimp boat *Mutual* were rescued recently from a life raft by an oil tanker driven off course in the same tropical storm which forced the fishermen to abandon their disabled and sinking trawler. The three men, including Capt. Leonard Vandergrift, were rescued by the oil tanker *S. S. Pan Massachusetts* out of Texas City, which transferred them to a Coast Guard vessel. The shrimper was owned by Jack Lester, Fagan Fish Co., Tampa.

Says Key West May Become Tuna Fishing Center

Key West faces a bright future as a tuna fishing center, according to Stewart Springer of the Fish and Wildlife Service's experimental fishing vessel *Oregon*. The scientist said that the results of a survey of the waters surrounding Key West, which is now in its second year, have been "encouraging".

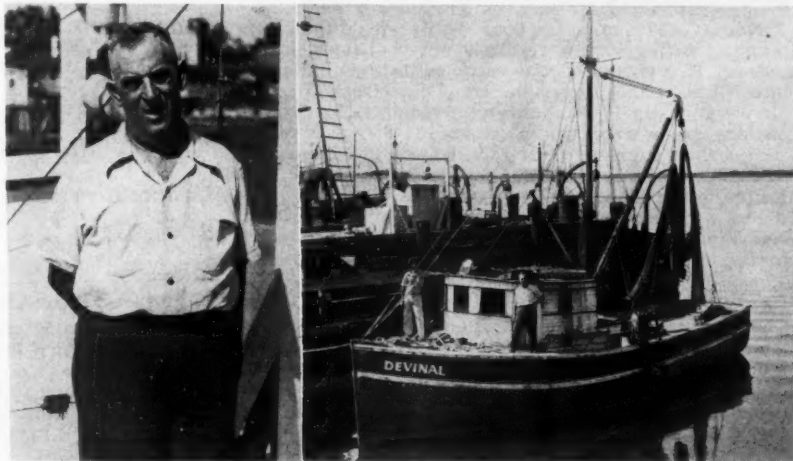
First indication that the waters surrounding Key West might contain resources heretofore untapped came a year ago, when the *Oregon*, a 100' vessel, arrived in Key West to report the catch of some six and a half tons of "little tuna" in the area surrounding Dry Tortugas, 68 miles from the port. The exploratory boat recently has been

out after the prized "blackfin", which is of a quality superior even to the prime "yellowfin" sought by California fisheries.

Supervised Seining in Lakes Terminated

Florida's State Game and Fresh Water Fish Commission terminated on June 24 the State's experiment of permitting supervised commercial seining in six fresh water lakes. The move followed a public hearing in Tallahassee, at which old arguments for and against the program were repeated. Scheduled originally for three years to determine the effect of netting on sports fishing, the seining experiment had run only a little more than a year.

The Commission specifically ordered all commercial seining in fresh waters of the State stopped immediately, and all commercial fishing gear removed from the water by July 1. It also closed the St. Johns River south of Volusia bar to all fish trapping and the Oklawaha River to all commercial fishing, effective July 1. The order per-



Capt. Charles Sousa of Fernandina, Fla., owner of the 43' "Devinal", which is powered with a D4600 Caterpillar Diesel. Capt. Sousa, who has been in Fernandina for 35 years, formerly lived in Provincetown, Mass.

mits catfish to be taken by traps and trotlines for sale throughout the rest of the State.

Law Enforcement Staff to Be Doubled

With a doubled appropriation and a new fisheries code, the State Department of Salt Water Conservation planned to undertake a broad expansion of its operations on July 1. The field force which enforces salt water fishing laws will be doubled under the new appropriation. There are now 25 field agents.

About 15 additional boats were to be added after July 1 to the Department's present fleet of 21. A major provision in the new fisheries code calls for confiscation of equipment used in violation of conservation laws and regulations.

The new code rewrites and tightens the existing laws, and eliminates ambiguities and conflicts. For crawfish, the closed season was changed from April 1 to 15 to Aug. 1 to 15. Evidence indicated the crawfish spawn later than during the former closed season.

All the laws on catching shrimp for consumption purposes or for bait were repealed, and the regulation of shrimping was turned over to the Conservation Department.

Stone Crab Closed Season Exemption Vetoed

Gov. Dan McCarty recently vetoed a bill permitting year-round taking of stone crabs for personal consumption in Levy County. The act would have made an exception to a new law setting a uniform closed season from April 15 to Oct. 15.

Texas Shrimp Shortage Due To Unfavorable Weather

Reasons for the shrimp shortage in the Gulf of Mexico this season have caused considerable speculation both among fishermen and marine biologists. Fishermen are generally agreed that the shortage stemmed from extensive exploration for oil. Oil explorers and biologists have readily taken the opposite argument. According to the biologists, the shortage occurred due to unfavorable weather conditions, and other circumstances not peculiar to marine animals.

In Texas, at least, production of shrimp is a long way from meeting the demand. Despite the shortage, however, shrimp prices dropped during June. The price went up to \$1.25 a pound late in May, but dropped to 90 cents as the Summer season advanced.

Brown Shrimp Predominate in June Catch

Landings of shrimp at the four main ports on the Texas Gulf coast during June were 15,040 barrels. Brown shrimp made up 95 percent of the catch with the remainder white. Sizes of the browns varied. Those from the deep Gulf were mostly 15-20 count, with some 21-25. Browns from the bays were small, mostly 31-60, or smaller. White shrimp from the Gulf varied from 15-20 count to 21-25. Bay whites were 21-30, but mostly 31-60.

Edible finfish landings at the principal ports were 92,970 lbs. with red snapper and groupers predominating. Average catches of trout and drum from the bays were reported. Flounders were scarce all month.

New Firm to Catch Honduras Shrimp

The organization of a corporation for the purpose of catching and freezing shrimp off the Caribbean coast of Honduras has been completed by Texas businessmen. Johnnie Nelson, in charge of sales for the Texas Fishermen's Cooperative Association at Aransas Pass, has announced the formation of the Colon Fishing and Development Corporation, incorporated under laws of Honduras and with offices at Brownsville, Texas.

Bill Kenon, owner of the freezer-trawler *Jacamar*, will oversee the company's operation in Honduras. His *Jacamar* and several smaller trawlers will form the nucleus of the company's foreign fleet. There are no other commercial fishing companies in Honduras at present.

Trout Making Come-Back

Improved trout fishing in the Laguna Madre has led biologists at the Rockport Marine Laboratory to believe that Texas Gulf coast is making a come-back after the 1951 freeze. Fish are being taken both by hook-and-line and trotline.

Shrimper "Columbia" Sinks

Capt. John Nixon and seaman Warren Craig, of the 45' shrimp trawler *Columbia* of Port Isabel, were rescued by the Coast Guard when their vessel sank recently 10 miles from the harbor entrance. A timber used to hold down fishing nets broke through the craft's bottom planking.

New Boats Added to Herndon Fleet

A new 55' shrimper which has been added to the fleet of Herndon Marine Products, Inc. of Corpus Christi, is the *Southern Moon*, Capt. Wilbert Landry. The boat was built by Sarris Bros. of Tarpon Springs, Fla., who are building two other trawlers for Herndon. They are the 60' *Southern Queen* which is scheduled for delivery July 15 and the 60' *Southern Breeze*, which is expected to arrive the first of August. All three boats are powered with D13000 120 hp. Caterpillar Diesels with 2:1 Twin Disc reduction gears.

Two other trawlers built for Herndon by Sarris early this year were the 55' *Southern Sun*, Capt. Otto Shuman, which has a 150 hp. Murphy Diesel; and the 55' *Southern Spray*, Capt. John Rodriguez which has a 125 hp. Murphy.

Herndon also recently acquired the former *Helena Florence II*, a 56' steel boat with 165 hp. General Motors Diesel, which was renamed *Southern Cross*, and is skippered by Capt. Louis Miller.

Key & Pope Fish Co. Sold

The Key & Pope Fish Company of Port Isabel has changed ownership, and now will be operated as Gulf Shrimp Co., with full facilities for processing shrimp. The new owners are William Nelson, Earl leMaire and Brooks Merrell.

"Valley Prince" Changes Hands

The 66' trawler *Valley Prince* has been purchased by Producers Marine Service of Port Isabel, and is now being skippered by Capt. Leslie Devers. The boat was built in May by Landry Boat Yard, Bayou La Batre, Ala., and she is equipped with a D13000 Caterpillar Diesel with 3:1 reduction gear, Metal Marine Pilot, Stroudsburg hoist, Wickwire trawling cable, Ederer nets, Bendix depth recorder, and uses Esso Lube oil.

Joins Aransas Pass Shrimp Fleet

A recent addition to the Aransas Pass shrimp fleet is the 50' shrimper *Little Bighorn* owned by Capt. D. S. Scogin. The boat was built by J. H. Cram of Port Arthur, Texas, and is powered with a D326, 120 hp. Caterpillar Diesel with 3:1 Snow-Nabstedt reduction gear, sold by William K. Holt Machinery Co. of Corpus Christi.

Cooperative Buys Trawler "Branco"

The Twin City Fishermen's Cooperative Association, Inc., Port Isabel, of which P. A. Coleman is manager, has bought the shrimp trawler *Branco*.

Houston Pump Opens Corpus Christi Branch

The Houston Engine & Pump Co., 1939 Cullen Blvd., Houston, of which John McKenzie is manager, is opening a new branch at Corpus Christi. There will be complete engine rebuilding facilities and Frank McMillion will be in charge. A crankshaft regrinding machine which can handle shafting up to 12' in length is being installed at the Houston plant.

Houston Pump recently installed 190 hp. Murphy Diesels with 3:1 Twin Disc reduction gears in the Texas *Ranger*, owned by Jim Russell of Port Isabel; and the *Maria Sue* owned by Dan Thomas of Brownsville.



Sydney E. Herndon (extreme left), owner-manager of Herndon Marine Products, Inc., Corpus Christi, Texas, and the firm's 72' trawler "Southern Hope".

Gloucester Fishing Fleet Gets Annual Blessing

A large number of brightly-decorated boats in the Italian-American fishing fleet were blessed June 28 by Bishop Eric F. McKenzie of Boston. Afterward, the third running of the International Dory Race between Nova Scotia and Gloucester fishermen was held, with the visitors scoring their third consecutive win. They accepted permanent possession of the Gloucester trophy.

The blessing program climaxed the three-day-long St. Peter's Fiesta held in tribute to the patron saint of fishermen. Ten thousand persons saw the blessing, which was preceded by a religious procession through downtown Gloucester. One of Cape Ann's most historic occasions, the Fiesta dates from 1931.

The rowers from Lunenburg, N. S., Russell Langille and Lloyd Heisler, brought their 14' dory home 20 seconds ahead of the Gloucester dory. In the Gloucester boat were Lieutenant Commander Gordon MacLane, a native of Gloucester and now commanding officer of the Coast Guard weather ship *Matagorda*, and Seaman Jerry Holmes of Warwick, R. I.

Capt. Leonard Linquata, owner of Progressive Fish Wharf, was Fiesta chairman.

Portuguese-American Celebration

Thousands packed the State Fish Pier to witness the pageantry of the ninth annual blessing of the Portuguese-American fishing fleet June 14. Archbishop Richard J. Cushing of Boston officiated, with the draggers docked four and five deep and decorated from stem to stern in code flags and the national colors of the United States and Portugal.

A procession, with some 400 taking part, started in front of the Church of Our Lady of Good Voyage after the arrival of Archbishop Cushing. The statue of Our Lady of Fatima was carried on the shoulders of John Fragua of the dragger *Olivia Brown*, Manuel Branco, Manuel Carice and George Carrancho, all from the dragger *Our Lady of Fatima*.

The Statue of Our Lady of Good Voyage was carried by a group of fishermen who spelled one another on the three-mile walk to and from the Pier. They were in charge of Louis Mathias.

Blessing of the Fleet Committee members were headed by Manuel P. Domingos, Jr., general chairman.

Seiners Make Big Pogie Haul

The Gloucester pogie boats rushed the season the weekend of June 20, three of the craft having made two trips each, totalling by weigh-out 908,790 lbs. The 45 fishermen involved received some \$11,400.

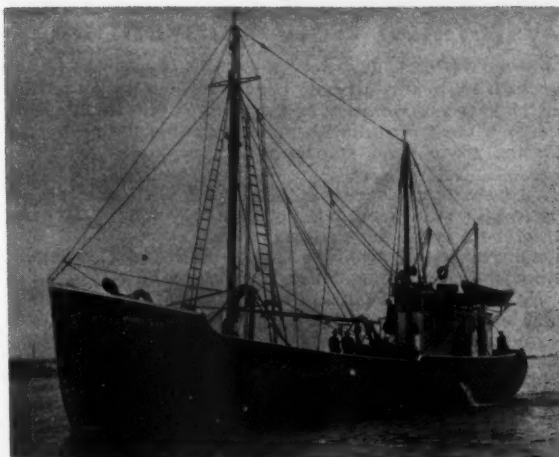
The *Hiawatha*, Capt. Alphonse Mineo, had 414,000 lbs.; the *Alden*, Capt. Frank Mineo, 263,600 lbs.; the *Rosie and Gracie*, Capt. Joe Pallazolla, 231,190 lbs. The fishermen are getting \$1.25 per 100 lbs. for pogies.

"Ocean Life" Has Record Trip

The *Ocean Life*, Capt. Manuel Marques, broke her own record in total weigh-out of ocean perch when she unloaded 460,000 lbs. on June 12. Since June 21, 1952, the vessel has hauled for a total of 5,395,000 lbs. ocean perch in 16 trips, estimated to be worth some \$200,000. On her latest record-breaking trip, the *Ocean Life* was gone 13 days.

Blessing Story in "National Geographic"

A story on the Blessing of the Portuguese Fishing Fleet, together with nine color photographs of activities centering about this annual ceremony, appears in the July issue of *National Geographic Magazine*. The article tells of the hardships and dangers that have surrounded the Gloucester fishing industry down through the years and of developments that have taken place in the local fisheries. The author, who also took the photographs, is Luis Marden.



Boston's 93' steel dragger "Mabel Mae", owned by Booth Fisheries Corp. and skippered by Capt. Michael Hayes. The vessel recently had a general overhaul and sandblasting at Monroe Shipyard, Chelsea. Her equipment includes 400 hp. DMG-6 Enterprise Diesel, 62 x 40 Columbian propeller, 16 hp. "Deseco" Lister Diesel auxiliary unit, RCA telephone and direction finder, Raytheon Fathometer, White compass, Willard batteries, Edson steerer, Hathaway winch. She uses Socony-Vacuum fuel and lubricants, Wickwire trawling wire and Plymouth rope. Lawrence Soule now is marine superintendent for Booth.

Boston Freezing Fish at Sea Experiments Resumed

The Fish & Wildlife Service's experimental freezing vessel *Delaware* started this season's operations on June 3. A short cruise was carried out June 3-5 to test the operating characteristics of various mechanical equipment that was installed or reconditioned during the Winter lay-up period.

A six-day cruise was made June 18-23 for the purpose of thoroughly testing the newly-designed and installed brine freezing mechanism and the refrigeration equipment under full load conditions. During the course of testing the equipment, a number of lots of experimentally-frozen and iced fish were prepared. The vessel carried out fishing operations on the southwest part of Georges Bank. Approximately 10,000 lbs. of large haddock were caught. Eight thousand pounds of the total were frozen in sodium chloride brine for experimental purposes.

Some of the fish that were frozen were "glazed" in sea water prior to storage in the vessel's hold at 0°F. These "glazed" fish will be compared with a similar lot of unglazed fish to determine storage characteristics on the vessel and also in commercial cold storage ashore prior to defrosting, filleting, and refreezing in commercial fish filleting plants. A small lot of gutted fish also was frozen in sodium chloride brine to determine to what extent sodium chloride will penetrate into the flesh of fish that have been gutted.

"Mother of Grace" Sinks

The 85' Boston fishing vessel *Mother of Grace* recently sank in wind-tossed seas 25 miles east of Boston Light after apparently striking a submerged object. Capt. Anthony Ponzi and his three-man crew were rescued by Capt. Peter Marino and the crew of the fisherman *Princess*. Both vessels were outbound at the time of the accident.

"Phantom" Gets New Batteries

The trawler *Phantom*, of which Arthur Klevens is managing owner and Capt. Leslie Matthews, skipper, has been equipped with 110-volt Surrrette GTNS-21 batteries, which were installed by Louis Posner.

Oystermen Hold Convention

(Continued from page 21)

our goal. With this attitude prevailing, we have had the wholehearted cooperation of the U. S. Public Health Service. We must continue to maintain this relationship so that the advice and assistance is continually available to us.

"This same approach has been used with the Fish & Wildlife Service. We have met regularly with their personnel, both on an administrative and research level. We have discussed our problems frankly with them, and their support has been immediately forthcoming.

"We have pointed out the serious production problems which exist in most oyster areas in the country. Whenever possible, the Service has modified and adjusted their research program to suit our needs. We have been able to do the same thing on a State level in the States where oyster research has been carried on. This close teamwork well may result in solutions of problems which have baffled the industry heretofore.

"The program of distribution of educational pamphlets in the schools has been continued. This year we again supplied over 80,000 school children with classroom material on oysters, through their Home Economics teachers. Through this medium we have built up an awareness of oysters in our youth all over the country and in neighboring Canada. They have had an opportunity to learn about oysters, prepare them, and we believe to become regular consumers of our product.

"Another far-reaching point in this program, and possibly most important of all, is that Home Economics teachers in every State learn more of our product, and continue over the years to include it as one of the items which should be covered in their course of study."

Also speaking at the June 24 general session were J. H. Malaier, Modern Maid Food Products, Inc., Jamaica, N. Y., whose topic was "Developments in Freezing and Breading of Oysters"; and C. B. Kelly and W. Arcisz of the Woods Hole, Mass. Sanitation Laboratory, who discussed "Bacteriological Control of Processing and Marketing of Oysters".

Oyster Drill Problem Gets Attention

The oyster drill problem on both the East and Gulf Coasts was considered at a joint industry-scientific symposium. Those who spoke on the problem as it concerns the East Coast were Dr. M. R. Carriker of Rutgers University, New Brunswick, N. J., and Joseph B. Glancy, Blueprints Co., Inc., West Sayville, N. Y. The subject of the oyster drill in the Gulf was taken up by Philip A. Butler of the Pensacola, Fla. Fish & Wildlife Service Laboratory and James N. McConnell, chief of the Louisiana Division of Oysters and Water Bottoms.

Probably the most destructive of all the natural enemies of the Louisiana oyster is the oyster drill or borer, according to Mr. McConnell. This pest feeds on oysters and other bivalves almost exclusively when available.

"The borer, to obtain its food, drills a round hole through the shell of the oyster and extracts the meat by means of an extensible proboscis. Young oyster spat seem to be preferred when obtainable; however, any size oyster may be attacked. When larger oysters are used for food the ventral edge of the shell is most often the point of entrance. In places where drills are plentiful and oysters scarce, I have seen as many as eight drills attached and feeding on one large oyster, all of them entering through the shell edges.

"From my observations it seems that the softest parts of the oyster are eaten first, and the tougher muscle area last. This serves the conch in good stead, for if the muscle were eaten first, the shell would partially open and crabs and fish would quickly devour the exposed oyster meats.

"The breeding season in Louisiana seems to be governed by water temperature, and usually starts in early April and runs into July, with a peak period reached in May. At this time the conch becomes negatively geotropic, for the breeding period only, and climbs on any

elevated object to lay its egg capsules, being careful to deposit these capsules below the low water line. The egg capsules are fastened to this elevated object, thereby becoming free from debris and silt.

"Permanent control is almost impossible, for the young larvae when hatched from the egg capsule are free-swimming, and although unable to stand water of low salinity, will come back into areas again as soon as the salinities are favorable. It is my understanding we can use as a salinity tolerance the figure of approximately fifteen parts per thousand.

"Where many conchs invade privately-leased grounds, fishermen take advantage of their natural climbing instinct during the breeding season and attach palmetto fronds to poles and stake off their leases with these traps which they run two or three times weekly, sometimes even daily. The stakes are pulled up and the climbing egg-laying conchs are shaken off into their boats. The conchs thus gathered are usually deposited on land in large piles, where they dry up and become an olfactory nuisance for several months.

"Although there has been some small demand for these animals to be used for food in the New Orleans area, it has been only in the last year or two that there seems to be a demand from the Eastern markets for processed canned conchs. The Golden Meadow Fisheries Co., a Louisiana canning plant, has been processing and canning these drills experimentally for the last two years. When properly cooked and handled, these oyster enemies could become a tasty and nutritious addition to the nation's food supply.

"As an incentive for the gathering of these animals in large quantities, the Golden Meadow Fisheries Co. will pay as much per barrel for conchs as is now being paid for oysters, provided large enough quantities can be obtained for canning purposes. Probably only during the breeding season, when large concentrations of these animals occur, could sufficient quantities be obtained for canning.

"There is one other possibility of obtaining a large supply of conchs for canning. During the last several years, more and more of our oyster fishermen are turning to the transplanting, for steam canning purposes primarily, of seed oysters from the natural reefs east of the Mississippi River to the higher salinity growing grounds west of the River, principally in Plaquemines and Jefferson Parishes.

"This transplanting occurs during the months of September, October and November, and during the months of January, February, March and April and part of May the oysters are removed by 'shovel back' dredging operations and brought to the steam canning plants for packing. In many places in this high salinity area large quantities of conchs have gathered to feast on the transplanted oysters. Since the fisherman ordinarily cleans his beds by dredging after the season so as to prepare his leased area to receive the new planting in September, it seems quite feasible that at this time, for at least a two-week period, a collection system could be instituted that would make it financially profitable for a canning plant to continue to operate after the closing of the oyster season.

"It seems to me that the best way in Louisiana to combat the oyster drill is as follows: first, to plant seed oysters in areas where the water salinities remain normally below the tolerance figure of fifteen parts per thousand; second, to continue and increase the present method of trapping with poles and palmetto fronds during the months of April, May and June; third, to continue to increase the demand for canned conchs, which seem to be a tasty and excellent food product.

"As the demand increases, more fishermen will become interested in supplying the conchs, not only for the financial consideration but primarily because they will be helping to eliminate (in high salinity areas) the Gulf oyster's most potent natural enemy."

Effect of Seismograph Shootings

Seismograph shootings, as done in accordance with Louisiana law, have no adverse effects on oysters as close

A Score Settled . . .

Sgt. Ronald E. Rosser, U.S. Army

Medal of Honor



WHEN HIS BROTHER was killed in Korea, Sergeant Rosser re-enlisted. Several months later he, too, was in Korea—pinned down on a hill near Pongil-li by Red fire. He saw it cutting up the platoon. Suddenly he jumped to his feet. Alone, and armed only with a carbine and a grenade, he charged a Red bunker and cleaned it out. He dropped into a trench and dispatched five more enemies. Twice, under heavy fire, he returned for more ammunition, then renewed his attack. His one-man fight was furious—and short. It ended with 13 enemy dead, the American platoon saved, and a score settled for Sergeant Ronald Rosser.

"When a man gets back from Korea," says Sergeant Rosser, "it does him good to see people—like you—investing hard-earned money in our country's Bonds. Sure, Bonds are a practical way to save money, I know. But they also help build *production power*—to arm, equip and protect men overseas. And that's proof to people like me that people like you really care."

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as 20' from the shot. This was one of the disclosures made at the second scientific session by Fred W. Sieling of the Department of Research and Education, Solomons, Md. Under Louisiana law, the distance from the shot point to a natural oyster reef must be 250'.

Sieling said experiments were conducted to determine the effects of seismic exploration after commercial oystermen had claimed the explosive charges killed oysters. They said gas from the shot holes also killed oysters.

Sieling declared that oysters did not sink into the bottom when explosions were detonated 40' from them, nor were they covered with silt or affected by turbidity caused by drilling, shooting or pulling up of pipes.

A number of speakers discussed oyster parasites and mortality of oysters. Titles of the papers and names of their authors were as follows: "Mortalities of Oysters in Trays at Gloucester Point, York River, Virginia", and "Incidence of Dermocystidium marinum in Virginia Oysters", both of which were by Willis G. Hewatt, Texas Christian University, and Dr. Jay D. Andrews, Virginia Fisheries Laboratory, Gloucester Point, Va. Sammy Ray of the Rice Institute, Houston, Texas, discussed "Studies on the Occurrence of Dermocystidium marinum in Young Oysters."

Other papers given were by R. Winston Menzel, A. & M. College of Texas, College Station, Texas, whose report was entitled "The Prodissoconchs and the Setting Behavior of Three Species of Oysters"; Nelson Marshall, Oceanographic Institute, Florida State University, Tallahassee, who spoke on "Changes in Depth and Contours of James River Oyster Bars"; and M. W. Presnell, W. Arcisz and C. B. Kelly, Sanitation Laboratory, Woods Hole, Mass.—"A Comparison of Coliform Densities Obtained from Sea Water by the Membrane Filter and the Most Probable Numbers Technique."

New Oyster Association Directors

Directors of the Oyster Growers & Dealers Association elected at New Orleans are as follows: H. Gordon Sweet, H. C. Rowe & Co., New Haven, Conn.; Andrew Radel, Andrew Radel Oyster Co., So. Norwalk, Conn.; Smith Hand, Dover, Del.; Walter J. Lehman, Allen Kirkpatrick & Co., Inc., Rehoboth Beach, Del.; Edwin M. Plitt, Chicago, Ill.; R. P. Fletcher, Booth Fisheries Corp., Chicago, Ill.; John W. Mayhew, Vineyard Shellfish Co., Inc., West Tisbury, Mass.; James E. Munson, The Sea Coast Oyster Co., New Haven, Conn.; Raymond Wentworth, O. E. Wentworth Co., Baltimore, Md.; G. I. R. Lore, J. C. Lore & Sons, Solomons, Md.; Pat Cheramie, Morgan City Packing Co., New Orleans, La.; Baldo V. Pausina, New Orleans, La.; Lemuel B. Newcomb, Vineland, N. J.; Norman L. Jeffries, Sr., Norman L. Jeffries & Son Co., Port Norris, N. J.; J. N. Thompson, George Thompson & Son, New York, N. Y.; John L. Plock, Shelter Island Oyster Co., Greenport, L. I., N. Y.; Joseph C. Robbins, Smack & Heward, Philadelphia, Pa.; Matthew J. Ryan, Philadelphia, Pa.; Otto J. Alletag, Warren Oyster Co., Warren, R. I.; Halfdan Andersen, Beacon Oyster Co., Wickford, R. I.; Frank M. Miles, J. H. Miles & Co., Norfolk, Va.; Wade H. Walker, J. C. Walker Brothers, Exmore, Va.

The Joint Program Committee for the Convention consisted of Sewell H. Hopkins, Texas A & M College, chairman; Walter A. Chipman; Harold H. Haskin; Joseph B. Glancy; and David H. Wallace. The over-all Committee comprised Joseph M. Jurisich, Popich & Jurisich, New Orleans; James N. McConnell and Baldo V. Pausina.

On the field trip and shore luncheon committee were Bertoul Cheramie, Morgan City Packing Co., chairman; Eunice Vinet, Golden Meadow Fisheries; August Pitre, New Orleans; and Mr. Pausina. Mrs. Jurisich and Mrs. Pausina were co-chairmen of the Ladies Committee, which provided special entertainment for the visiting ladies.

Commercial exhibits at the Convention were staged by Ajax Corp. of America, Amos C. Harris Co., Avondale Marine Ways, Inc., Battistella Canning Co., Decca Radar, Inc., Dennis Engine Co., Inc., George Engine Co., J. Shore & Co., Meletio Seafood Co., Modern Maid Breeding Mixes and Safety Car Heating & Lighting Co., Inc.



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Virginia Tightens Law on Seed Oyster Sales Out-of-State

A rule prohibiting out-of-state sales of seed oysters taken from public rocks, beds and shoals of Virginia for a year after removal was put into effect July 1 by the Virginia Commission of Fisheries, despite objections by oyster planters.

Commissioner Charles M. Lankford, Jr., announced the decision following a public hearing at Newport News. Most of the planters represented at the hearing favored some ruling, but asked that it not go into effect immediately, or that the period in which seed oysters could not be sold be shortened to six months.

Trotlining Improves

Trotlining for hard crabs is somewhat better in Tangier waters. Last month trotliners averaged about 8 barrels of crabs a day per man and sold them for \$4.00 a barrel.

Three men have been running hard crabs to Crisfield, Md., Captains Will Espredge, Norris Angle, and Andrew Parks. They are buying 150 barrels a day.

Good Scraping for Peelers

The Tangier scraping fleet worked most of June in the waters of Tangier Island, but caught few crabs. During the latter part of the month, fishermen were scraping the crabbing grounds around Foxes Island, six miles east of Tangier, where they did very well, catching from 400 to 800 peelers to the boat.

Andrews Reports on Oyster Mortality

In a paper presented to the Oyster Convention at New Orleans last month, Dr. J. D. Andrews of the Virginia Fisheries Laboratory said his studies show that there is

a marked correlation between the number of deaths occurring among oysters during the summer months and the infestation of oysters by a microscopic parasite. Dr. Andrews has been doing research on the Virginia oyster for the past six years.

In August 1952, 398 live oysters from nine scattered locations in the state were tested and this fungus (a small one-cell plant) was present in about one-fourth of them. Between July 1952 and March 1953, meats of 228 dying oysters were tested. These were obtained from trays of oysters suspended from the pier of the Virginia Fisheries Laboratory at Gloucester Point.

From July to October approximately 80% of all dying oysters tested had infection of this fungus. Infections were less frequent in the Winter months, and practically disappeared from February to May. The greatest number of infected oysters occurs in the lower Bay region. No fungus has been found in the James River seed area.

Hampton Roads Area Landings

The bulk of the Hampton Roads area landings during June were from pound nets and haul seines, which had a total production of 428,500 lbs. The leading species was croaker with a catch of 196,700 lbs., followed by 95,000 lbs. of sea trout and 79,000 lbs. of butterfish.

Draggers accounted for 115,400 lbs., landed on 7 days during the month. Two varieties dominated the dragger catch, there being 47,000 lbs. of fluke and 59,000 lbs. of scup.

Menhaden Season Underway

Menhaden boats, which started fishing the last of May, were busy during June although fish were not too plentiful at the beginning of the season. Last year at this time, the boats were tied up by lack of labor. This year a new plane will be used by two plants for spotting fish. While a scouting plane was used in 1951, Virginia was without one last year, since the plane's operations were transferred to New Jersey and Delaware.

North Carolina Doing Experiments to Determine Effect of Heat and Low Water on Scallops

The Institute of Fisheries Research of the University of North Carolina recently started experiments to determine the effect of heat and low water on scallops in State sounds. W. A. Ellison, Jr., director of the Institute, reported that Dr. William Fahy is doing the research under the direction of Dr. A. F. Chestnut.

Last Summer was one of the poorest years for scallops in the history of the coast, Mr. Ellison said. The Institute is trying to determine if the high temperatures of last June killed the scallops when they were exposed at low tides.

In order to check this theory, the researchers have marked off an area in shoal water and transplanted some of the scallops from that area to another marked area in deep

water. In August they will compare the growth and number of scallops in the two areas to determine the effect of high Summer temperatures and transplanting on the shellfish.

In spite of the death of most of the adult scallops last year, Mr. Ellison reported that the sounds seem to be as well supplied with young scallops now as in previous years, showing little correlation between the number of adults and the succeeding crop. If the transplanting of scallops to deep water is shown to be beneficial to the growth of scallops and also proves to be economically practicable, the Institute will recommend to the Board of Conservation and Development that as many scallops as possible be transplanted each year.

Brown Spotted Shrimp Catch

Before the peak of the brown spotted shrimp season passed, an estimated three million pounds of the shellfish were taken. The average price to the fisherman on these shrimp has been about 25¢ per pound for a total value of at least \$750,000.

The Summer run of brown shrimp was expected to start about the middle of July. This variety is caught in commercial quantities around the clock, while the early brown spotted shrimp is primarily nocturnal.

The Long Bay area in Carteret County was a particularly abundant source of shrimp this season. Some fisheries men estimate that more than one million pounds were taken from Long Bay during the Spring season.

Shrimp fishermen have been especially busy since the Department of Conservation allowed day and night shrimping to begin last May 11 following adoption of a resolution by the State Board of Conservation in April. This resolution empowered the department to open the shrimp season ahead of the usual time on recommendation of the Institute of Fisheries Research.

"Lively Lady" Refloated

The Beaufort shrimp trawler *Lively Lady*, which went aground the latter part of May near Port Macon, has been refloated and towed into Beaufort where she will be repaired. The trawler was damaged heavily when she was caught in the surf while the Coast Guard was attempting to take her in tow. William Bates is owner of the craft, which is at Noe's boatyard in Beaufort.

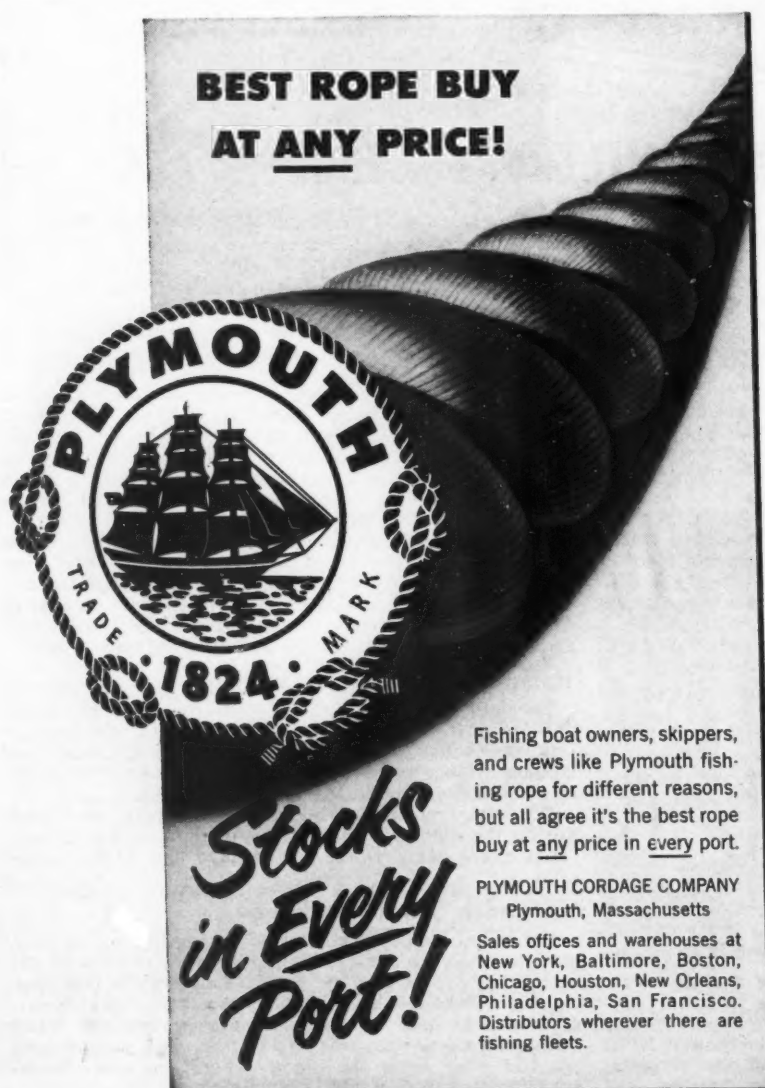
Bombing Range Meeting Urged

Congressmen Graham A. Barden and Carl T. Durham have suggested a meeting between Marine Corps authorities and members of the Conservation and Development Board to work out a solution to the controversy over bombing in fishing areas. The controversy began when the Cherry Point air station announced that it wanted to use the Neuse River and Cedar Island bay areas as bombing ranges.

Mrs. Roland McClamroch, a member of the Conservation and Development Board, contacted members of North Carolina's congressional delegation protesting such a use of the area. Mrs. McClamroch told the Congressmen that the region is one of the most important fishing sections on the coast.

Congressman Barden said that the Conservation and Development Board has spent large sums of money on investigating the habits of fish in the area, and knows which waters are valuable for fishing. He declared that the Marine Corps, however, does not always know which areas are valuable and often selects productive spots as sites for target ranges when other areas would do as well.

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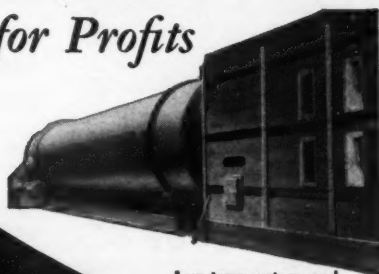
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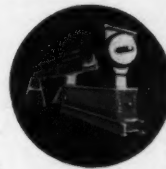
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Rhode Island Plans Survey Of Bay Resources

John L. Rego, State Director of Agriculture, has disclosed that he plans to hire a conservationist soon to survey the natural resources hidden under the waters of Narragansett Bay. Rego told the Tiverton Lions Club early in June that he believes information obtained from such a survey could be used "to increase the shellfish industry of the State tremendously."

The project will determine how the State can improve its fishing and shellfishing industries, Rego said. The work will be done with the cooperation of the Marine Biological Laboratory.

Rego hopes to have polluted waters mapped out and have quahaugs moved from these areas to clean water. In that way, he said, it may be possible to let quahaugs mature in the clean waters and eventually permit the free fishermen to harvest them.

To Study Tidal Currents

The U. S. Coast and Geodetic Survey began a study of tidal currents in Narragansett Bay and Buzzards Bay and around Block and Cuttyhunk Islands July 1. The survey will last about two months.

The strength and directions of the currents will be measured by special instruments secured to small pontoon-shaped buoys about 10' long. Each buoy will be painted yellow and have a 16' antenna mast and two fixed red lights.

The Coast and Geodetic Survey has requested boatmen to stay at least 100 yards from the buoys in passing. If such a wide berth is not practical, boats should reduce speed to avoid damage to the instruments, the Survey warns.

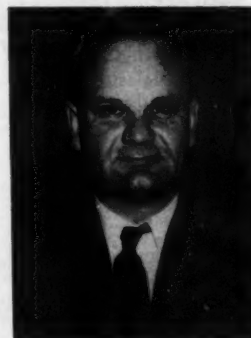
Fishing Boat Catches Deer

The fishing boat *Nora* came into port June 23 with the strangest catch of the season—a frightened 200-pound doe lassoed while swimming a mile off Beavertail Point, Jamestown. To make the catch, Earl W. Coleman of Newport jumped overboard and secured the rope on the thrashing animal.

Kask Becomes Chairman Fisheries Research Board of Canada

Dr. John L. Kask, who has resigned as assistant director of the Fish and Wildlife Service, recently accepted the position of chairman of the Fisheries Research Board of Canada, with headquarters in Ottawa. Dr. Kask became assistant director of the Fish and Wildlife Service in 1952, filling the vacancy created by the retirement of Milton C. James. Prior to that he had been chief of the Service's Office of Foreign Activities and assistant director of the Pacific Oceanic Fishery Investigations at Honolulu, T.H.

Dr. Kask is a veteran of more than 25 years of activity in the field of fishery management and research. Born in Alberta, Canada, in 1906, he graduated from the University of British Columbia in 1928 and received his Ph.D. degree at the University of Washington School of Fisheries in Seattle in 1936.

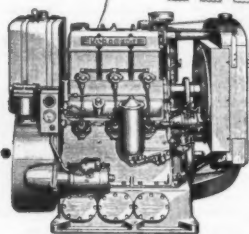


Dr. John L. Kask

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Maryland Oyster Harvest Gains

Maryland's oyster output for the 1952-53 season was 2,641,000 bushels, an increase of 301,000 bushels over the previous season. The figures are based on a tabulation of taxes collected from packers and watermen.

It is the heaviest take from Chesapeake Bay and its tributaries since 1948-49, when watermen pulled in 2,702,814 bushels.

John P. Tawes, a member of the Tidewater Fisheries Commission, attributed the rise to expanded seed and shell planting for the cultivation of new oysters and "a more active law enforcement agency."

Record Shell Planting

Oyster-shell planting on public grounds this year in Maryland will set an all-time record. It will exceed last year's total by nearly 100 percent. About 1½ million bushels of shells are going mostly on seed areas from which they will be transported later to tonging and dredging bars.

Planting of shells has been underway for the past two months. Eastern Shore shells went mostly in St. Mary's River, the Patuxent River, and in the Bay. On the Eastern Shore side of the Bay, shells from Kent and Queen Anne's Counties were planted in Eastern Bay, the Choptank and Chester Rivers and in the Bay. On the lower Eastern Shore, in Dorchester and Somerset Counties, shells were planted in the Bay, Holland's Straits, the Honga, Choptank, Nanticoke, Manokin and Great Annessex Rivers and in Tangier Sound.

It is reported that the Department of Fisheries has agreed to the experimental planting of some shells and seed oysters on the flats near Ewell, Smith's Island, in order to provide an area where older men who cannot dredge or tong in deep water, can work. Smith's Island residents have promised protection to this experiment, and feel that it will be of great benefit to the older men on the Island.

Pocomoke Sound already has had several thousand bushels of shells placed on various rocks in areas where oystermen believe the catch of spat will be extra good.

The new law, under which 50 percent of all shells made in the packing houses in Maryland go to the State, for planting purposes, is said to account for the big increase in shell planting this year, and as oyster production increases, it is regarded as certain that the State will soon have at least two million bushels of shells each year to plant.

Soft Crab Output Up

Soft crab output in the Crisfield area totalled 288,000 dozen during June, compared to 155,000 in the

same month last year. Crisfield crabmeat production dropped to 194,000 lbs. from 237,000 lbs. in June 1952, while Cambridge had an output of 130,000 lbs. of crabmeat, a drop of only 4,000 from June 1952.

Total production for the crab industry at Crisfield for the first six months was 2,580,000 lbs., a decrease of about 400,000 from the same 1952 period.

Fish production at Ocean City of 238,000 lbs. in June showed a 50,000 lb. gain over last June. The catch for the first six months stood at 480,000 lbs., a 5,000 lb. increase over 1952.

New Jersey Has Good Whiting, Hake Catches

Whiting and red hake have been taken in good quantities by the offshore pound nets in New Jersey. Whiting landings in the State during the first four months of the year totalled 1,670,000 lbs., a big gain from the 322,000 lbs. caught in the same 1952 period.

It looks like another good year for sea bass pot fishermen, with relatively little trash fish being present.

At Sea Isle City, pound net operators have had large catches of squid and weakfish. The weaks ran 1-1½ pounds and the squid brought 10¢ a pound.

The shad catch was very small this year and the spring mackerel run failed to show up.

Several purse seiners at Cape May and Wildwood have been landing scup, which are reported to be plentiful off the coast. These seiners may shift to menhaden later on if the scup price drops too low.

Two Delaware oyster dredgers are being rigged for surf clamming off the South Jersey coast.

Hereford Inlet Dredging

Work has started on the dredging and deepening of Hereford Inlet at North Wildwood, for which the State recently allotted \$20,000.

A survey showed 40,000 cubic yards of silt must be removed. The proposed channel would be 60 feet wide with a depth of seven feet, through the bar from Hereford Inlet channel to Anglesea Harbor.

Andrew Johnson Dies

Andrew Johnson, pioneer commercial fisherman, died at Wildwood early last month at the age of 81. Mr. Johnson was a fisherman for 64 years and made his headquarters at Ottens Harbor. A native of Sweden, he came to America at the age of 17.

Also a boatbuilder, Mr. Johnson constructed more than 35 fishing craft, including the *Swan* and *Wasp*. He was active in legislation involving the fishing industry and made numerous trips to Trenton.

Georgia to Have New Marine Laboratory

Development of a marine research laboratory on Sapelo Island will begin July 1. The University of Georgia, which will operate the laboratory, said the work would not duplicate the Federal-State ocean research program headquartered at Brunswick, but would be limited to inland and beach waters.

Financing the program is a \$225,000 grant from the Georgia Agricultural and Research Foundation set up by Richard J. Reynolds, owner of Sapelo, who also is making buildings and a boat available. The program will be developed by the University's Division of Biological Sciences, under the direction of Dr. George H. Boyd, and the laboratory also will serve as a field training center for graduate students in the biological sciences.

In the University's recommended research limits, the following proposals were approved:

"One of the most promising fields of research is to be found in the estuarine habitats on the landward side of the island. The biology of many of the plants and animals of these habitats is in need of much further study. Many of these organisms (fish, shrimp, crabs, oysters, etc.) are of considerable economic importance. The significance of the contributions made by all the other organisms to the biological productive economy of the region as a whole remains unknown. This leads us to one of the most intriguing and basic phases of estuarine research. The roles played by physical, chemical and biological factors in the biological productivity of estuarine waters present a challenging and important problem.

"Any attack on the problem of productivity in the estuarine environment must be made on a fundamental and long-range basis. It should be grounded on a thorough knowledge of the biota of the area, its distribution and seasonal abundance. Concurrent field studies of the chemical and physical factors of the environment, and laboratory studies of the physiology and behavior of key organisms form a necessary part of such an investigation. We conceive this sort of broad, basic investigation as forming the heart of any program of research conducted by the laboratory as a whole."

Shrimp Boat Goes Ashore

The 50' shrimp trawler *Green Wave*, owned by Charles de Shocker, was pulled off the shore June 1 by the shrimp G. Philip Maggioni in some fast Coast Guard Auxiliary maneuvering. The trawler had blown aground at the north end of Tybee Island in a severe gale and rainstorm.



In Gloucester Harbor There's Praise for AQUA-CLEAR Feeders

With the keen instinct bred from generations wrestling their livelihood from the sea, Gloucester fishermen are "hard to sell". But when they see something that increases efficiency and cuts costs too, they go for it without delay. That's why you're seeing more and more boats off Gloucester with AQUA-CLEAR Feeders.

Cools Engines Direct with Raw Sea Water

Ever since engines were invented, until now there has been no safe way to cool direct with raw sea water. Salt water rust and corrosion cuts the life of marine engines in half. The AQUA-CLEAR Feeder has changed all that—saves hundreds of dollars of expense yet protects the entire cooling system. Good news travels fast and in every fishing field both new and old boats are being equipped with AQUA-CLEAR Feeders.



Throw Your Heat Exchanger Troubles Overboard

Better and Cheaper Than Closed Cooling

Save all the extra expense, space, and complicated piping needed with closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull—cuts maintenance and repair expense, avoids lost time due to breakdowns. Costs less than \$75 for most engines. Easy to install.

Peter Lovasco, owner and captain of the dragger St. Joseph, is typical. Over a year ago, he installed a new \$20,000 Wolverine diesel and equipped it with AQUA-CLEAR Feeder. Months later he took off sections of pipe and said they showed no signs of corrosion.

STOP Rust and Corrosion in the Entire Cooling System

The AQUA-CLEAR Feeder gives complete protection from all rust and corrosion to cylinder heads, manifolds, water jackets, and liners. Lengthens the life of old engines—keeps new ones from ever rusting. Also prevents salting down the engine, even under abnormal temperatures. Made for all kinds and sizes of marine engines, either gasoline or diesel.

Over 15,000 AQUA-CLEAR Feeders Now in Use!

Write for **FREE Folder** telling how to save money and get more efficient operation from your engine.

Processing Plants... use the AQUA-CLEAR Feeder to solve toughest problems of salt water rusting or corrosion of pipes, tanks, etc. Write for details.

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Equipment and Supply Trade News

Rose Succeeds Malcolm as Linen Thread Head

H. Wickliffe Rose became President of the Linen Thread Co., Inc. on July 1 with the retirement of D. Leonard Malcolm from that post. Mr. Rose, formerly Assistant to the President of the American Viscose Corp., came to Linen Thread on June 1 as General Manager. He and Mr. Malcolm have been working closely together in the interim period to prepare for a smooth transfer of the administrative command.

Fifty-six years old, Mr. Rose has been a pioneer in the development and sale of rayon yarn and staple and long has been a recognized leader in the field of textile development. He has served as Chairman of the Board of the Textile Research Institute and is the author of books and articles on synthetic fibers.

For Mr. Malcolm, his retirement brings to an official end a 50-year career with Linen Thread, a period which also has seen him play an influential role in the textile industry. In 1921, Mr. Malcolm became Manager of the Barbour Mill in Paterson, N. J., and in 1932 he joined the Board of the Company. Appointed Vice-President of Manufacturing in 1939, he succeeded Frederick K. Barbour as President in 1947.



H. Wickliffe Rose, left, who has succeeded D. Leonard Malcolm, right, as President of Linen Thread Co., Inc.

International Paint Personnel Promoted

At a recent meeting of the Board of Directors of International Paint Co. (California), Inc., John E. Carambat, Jr., formerly Southern District Manager in charge of the New Orleans branch office, was elected Executive Vice-President in charge of operations at South San Francisco. His election becomes effective September 1.

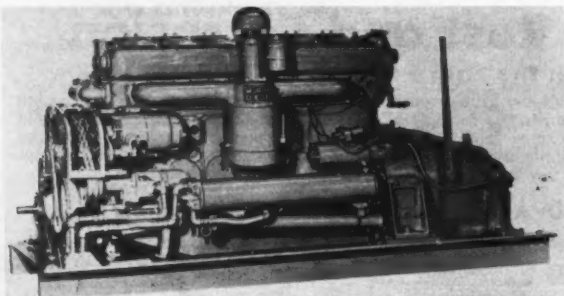
William R. Lamb, who has been Assistant Southern District Manager, succeeds Carambat as Southern District Manager. Appointed sales representative, effective July 1, was Thomas M. Reinhardt, who will be located at New Orleans.

Murphy Adds Four New Models to Diesel Line

The power range of Murphy Diesel marine engines has been extended upward with the addition of four new models having a bore of 6 $\frac{3}{4}$ " and a stroke of 6 $\frac{1}{2}$ ". The new Model Marine 185 is rated at 185 hp.; the Model Marine 210 at 210 hp.; the Model MA-200 at 200 hp.; and the Model MA-225 at 225 hp. All ratings are for continuous operation.

Marine 185 and Marine 210 are designed to operate at 1200 rpm. continuously; Models MA-200 and MA-225 at 1400 rpm. continuously. All models are available with 1:1, 2:1, or 3:1 reverse and reduction gears and with front end power take-off.

The addition of these four models brings to 25 the number offered by Murphy Diesel Co., which is located at 5317 W. Burnham St., Milwaukee 14, Wis. The engines range in output from 90 to 225 hp.



One of the new models recently added to the Murphy Diesel line.

Marine Compass Co. Buys Ritchie

Principals of the Marine Compass Company of Pembroke, Mass. have purchased the stock of E. S. Ritchie & Sons, Inc. of Brookline, Mass., and are moving all Ritchie operations to their Pembroke plant. The Ritchie name is to be retained, and its business will be conducted from the Marine Compass office.

Reported to be the oldest compass manufacturer in the country, Ritchie began making compasses and binnacles in 1850. Ritchie has a complete line of spirit compasses from 2" to 9" card. Its binnacle line includes many models, from the spun brass dome head model to the large Navy Standard with correcting spheres and flinders bar. Ritchie also has various azimuth instruments, including the complete azimuth circle for use on its 7 $\frac{1}{2}$ " Navy compass. The same designs and high quality of materials will continue to be used in making the Ritchie products.

Marine Compass Company was established in 1910 by Louis Sherman. His four sons, Theodore, Allen, Burton and Charles have owned and operated the business since his death in 1941. The Company makes oil type compass from 2" to 6" dial, a small 5" dial pelorus, course protractors, and lately a hand mapping compass for the Army. The Marine Compass "Cruise Master", designed in 1945, has several outstanding features such as built-in light and corrector system, and is claimed to give superior performance.

The Marine Compass Company sells through dealers in all parts of the country and Canada. Charles Sherman is president and treasurer, Allen and Theodore are vice presidents, and Burton is secretary.

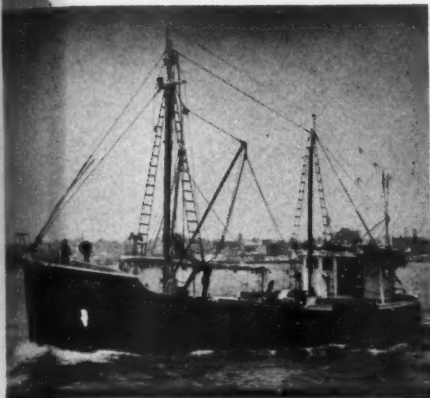
New Folders on Winslow Filters

Literature recently made available by Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif., includes an attractive 4-page booklet entitled "Fuel Filtration". This pamphlet, printed in green and black, describes and illustrates the use of Winslow filters in different industries. It also provides general information about the filters and reasons for filtering fuel and lubricating oils.

Another Winslow folder, written in a humorous vein, is headed "The Curious Case of Angus McFrugal". This pamphlet makes the point that while Winslow filters take out all the dirt, sludge, water, etc. in lubricating oil, they never take out the valuable detergents, which remove microscopic, insoluble particles from the gears, pistons, rings and valves.

The R. W. Griffin, Jr. Gets a Line on GOOD EATING

... with NEW BEDFORD ROPE, of course



Outfitting a ship shape scallop dragger like R. W. Griffin, Jr. for an extensive commercial fishing operation involves a wide variety of gear and the service of many suppliers. When it comes to rope, however, there is only one brand in use for tackle, buoy, and mooring lines ... it's New Bedford, of course.

Captain Vincent and his crew of ten are not alone in their preference for New Bedford Rope. Its long life, special lubrication features, and the New Bedford kink-resistant lay combine to save minutes per hour, hours and dollars each month in rope replacements, handling and stowing aboard America's finest passenger, cargo, and fishing fleets.



Get this useful New Bedford Chart showing the difference in breaking strength of Manila, Sisal and Nylon.



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8207

Standard Supply & Hardware Co., Largest Distributor, Wickwire Shrimp Trawl Cable

Standard Supply and Hardware Co., with 45 continuous years as a distributor of Wickwire Spencer Steel Division's Wickwire Rope, is the oldest distributor of Wickwire "Exgal" Special Shrimp Trawl Cable along the Louisiana, Mississippi, and Texas Gulf Coasts. The firm has warehouses and branch stores located strategically at New Orleans, Harvey, Leeville (Lafourche Parish), Houma, New Iberia, and Lake Charles, Louisiana; also Houston, Texas; all stocking Wickwire "Exgal" Special Shrimp Trawl Cable.

Standard Supply and Hardware Co. is in an excellent position to offer prompt service to shrimp fishermen who bring their catches to sheds near these important boat supply points. It is not unusual for a customer to obtain his trawl cable requirements within a few hours from any of these points, and in some cases 24 hours to most important fishing points in the Gulf Coast region.

American Brass Booklet on Corrosion

For 27 years, continuous laboratory research and field study of the nature of corrosive attack on copper and copper alloys has been conducted by the technical staff of The American Brass Co., Waterbury 20, Conn. The results of this study recently have been brought up to date in a new 28-page booklet, "Corrosion Resistance of Copper and Copper Alloys". This publication explains the chemical and physical nature of corrosive attack.

Included is a tabulation indicating the relative corrosion resistance of the principal types of copper and copper base alloys when in contact with 183 different corroding agents. In the recently-released, revised edition, more complete information has been added on stress-corrosion cracking, galvanic corrosion, fresh and salt water corrosion. A section also has been added on the subject of atmospheric corrosion.

FOR EVERY POWER NEED



"FR" DIESELS

FOR MARINE SERVICE

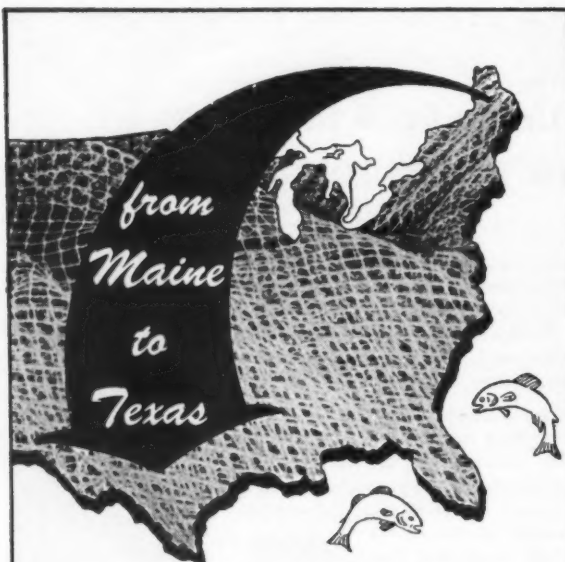
- Available in 1, 2, 3, 4, and 6 Cylinder Models
- Horsepower Ratings 8-54
- Generating Capacity 3-40 KW

DEALERS WANTED

Some good territories are still open. If you have sales and service facilities for marine work, write...

**ENGINE DIVISION
THE NATIONAL SUPPLY COMPANY**
SPRINGFIELD, OHIO

Distributors of **Lister** Diesels in the U. S. A.




Month after month, thousands of pounds of **EDERER NETTING** is tagged for ports along the Atlantic, Southern Waters, and the Gulf Coast. The fact that each year sees more and more **EDERER** quality netting in these areas, is conclusive evidence that **EDERER NETTING** is tops for ocean or inland water fishing. To be sure of uniformity and strong netting—**ASK FOR EDERER QUALITY WHEN YOU BUY . . .**

**SARDINE SEINES AND WEIR NETTING
MACKEREL SEINES AND NETS
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SHRIMP NETTING
COTTON, LINEN OR NYLON GILL NETTING
COTTON NETTING FOR TRAPS AND POUNDS
TWINE
MAITRE CORDS
CORKS
LEADS
ROPES
FITTINGS**

For over 65 years, **EDERER QUALITY NETTING** has maintained a reputation for complete satisfaction and long, trouble-free service.

Ready stocks available at our dealers in principal ports.



EDERER

<p>R. J. EDERER CO. 540 ORLEANS ST. CHICAGO, ILLINOIS GLOUCESTER - BILOXI</p>	<p>EDERER INC. UNITY & ELIZABETH STS. PHILADELPHIA, PA. BALTIMORE - MIAMI</p>
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Demonstration of lifesaving, showing how the floating qualities of "American Brand" Floterope make it easy for a person in the water to find a line heaved from a boat. (Reprinted from "Esso Oilways")

New Floating Rope Introduced by American

Floterope is a new product of American Manufacturing Co., Brooklyn, N. Y. cordage mill, which conforms to Coast Guard regulations for lifesaving lines. The Coast Guard rule directs that all lifeboats in both ocean-going and coastwise merchant vessels shall be equipped with two heaving lines, each 10 fathoms in length and 1" in circumference, which shall retain their buoyancy after 24 hours submergence.

"American Brand" Floterope is made of polyethylene, a synthetic fiber which has a specific gravity less than that of water. It is nonabsorbent and therefore retains its buoyancy indefinitely. Being white in color, it is far more visible in the water, even at night, than are vegetable fiber ropes. In event of a miss when casting for a landing or a boarding, Floterope can be picked up readily with a boat hook.

At present American is making Floterope in 1" circumference (5/16" diameter) with a tensile strength of approximately 500 lbs. The characteristics of Floterope offer possibilities for ropes of larger dimensions. As a painter rope for towing small boats, its great elasticity relieves strain on the rope itself and on the fastenings of the vessels. Floating as it does, it eliminates the danger of fouling the propeller of the towing craft.

Kirby Has "Wet Wall Paint" for Fish Holds

George Kirby Jr. Paint Co., New Bedford, Mass., is offering a new paint which is claimed to solve the maintenance problem of wet walls and overhead in fish tanks and holds and in fish packing and freezing plants. Named "Wet Wall Paint", this new product can be applied to wet surfaces (with brush or spray gun). It forms a strong bond and dries to an "enamel-hard" finish.

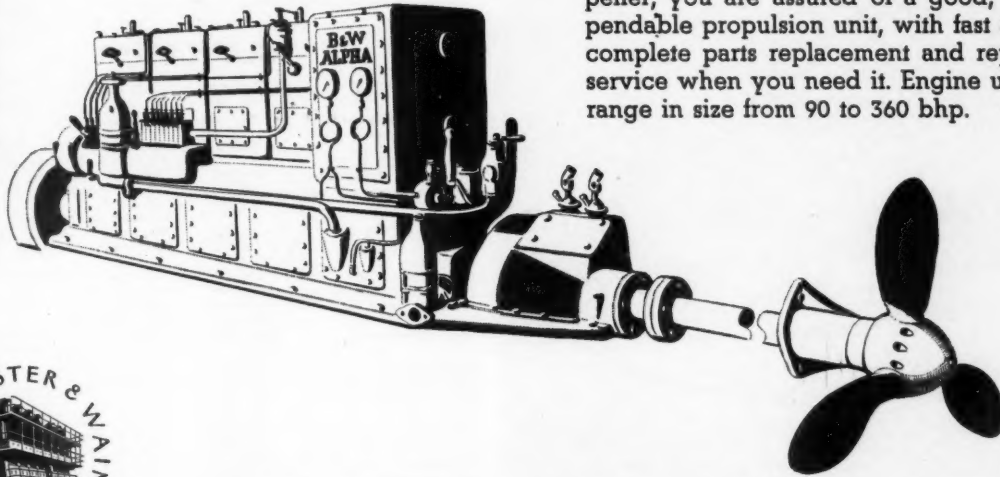
Peeling of paint and rotting of wood surfaces under the paint are prevented by a porosity in the new Kirby paint. It allows the surface to "breathe"; that is, moisture is not held captive beneath the paint, but can pass through it in both directions without rotting the wood and without destroying either the paint bond or the hard finish. "Wet Wall Paint" can be tinted with regular colors-in-oil.

New Electro Dynamic Catalog Available

A new consolidated catalog has just been published by the General Dynamics Corporation's Electro Dynamic Motor-Generator Div., Avenue A and North St., Bayonne, N. J. Detailed information on performance, dimensional data, construction advantages, installation photographs and company history have been summarized in 12 pages.

Product application information has been simplified into easy-to-read charts to aid in the selection of motors. Also, a special page is devoted to electrical and mechanical modifications available for particular installations.

B&W Alpha



Profitable fishing boat operation depends on a good skipper and crew, a good boat and a good power unit. With the B & W ALPHA diesel engine and integrated controllable pitch propeller, you are assured of a good, dependable propulsion unit, with fast and complete parts replacement and repair service when you need it. Engine units range in size from 90 to 360 bhp.



BURMEISTER & WAIN AMERICAN CORPORATION

17 Battery Place, New York 4, N. Y.

Ways to Prolong Safe Use of Rope

(Continued from page 16)

may cause the rope to burn. The rope must slip along the length of the gypsy, however, so the surface should be kept as smooth as possible. A rough surface will increase the abrasion and more important, cause the rope to ride up over the flange and get away from the man handling the line.

Blocks should be as large as practical. Too small a block causes external abrasion as the line rubs against the cheeks and internal friction through bending the line over too small a sheave.

Surging lines around cleats naturally causes wear, but is frequently the only practical method. Therefore, cleats should be large and kept smooth so that abrasion will be at a minimum. Sufficient turns can be taken to compensate for loss of friction.

Dragging rope over the deck instead of carrying it is a needless cause of abrasion. Care should, of course, be taken to see that a line does not chafe against another part of the standing or running rigging. Sharp corners over which a line must pass should be padded to prevent cutting and avoid a short bend which places most of the strain on the outer strands.

Wet rope which becomes frozen breaks easily. Since it often is impossible to avoid using frozen rope at sea, care should be taken to avoid loading it too heavily while in this condition.

Knots Reduce Strength

Knots reduce the strength of rope because the sharp bends do not permit the strain to be divided equally among the fibers. There is a considerable variation in efficiency of various knots, ranging from about 35% of rope strength for a sheep shank to 75% for a clove hitch. There is also considerable variation in the values stated by several sources. A good rule to follow is to consider

that a knot, bend, or hitch will reduce the strength of the rope 50%.

A splice, either eye or short, has 90% or more of the strength of the rope. Splices are used in tests of rope strength, and the ultimate break often comes elsewhere in the rope.

Thimbles should be used wherever a line is secured to a small diameter fitting. The thimble not only prevents abrasion, but also supports the rope and keeps it from being bent too sharply.

Wire rope thimbles are preferable to the round Manila thimbles usually found in becketts. To fit the latter tightly the two parts of rope must come together in the splice at a wide angle, thereby increasing the stress on each part. Any weakness of the round thimble permits it to collapse, in which case it is likely to cut the rope. The wire rope thimble, on the other hand, is gripped firmly by a long eye and the thimble has little chance of turning far enough to cut the line.

The internal condition of a rope is not likely to change suddenly. Frequent inspections should be made for possible cuts and heavily abraded portions of all lines. (Gantlines for bosun's chairs and stagings should be carefully checked before every use.) Any suspicion of acid damage can be checked by throwing a short kink into the line and pulling. Weak yarns will break easily.

Internally the fibers should retain their light yellow color. Broken fibers or a powderlike sawdust indicate excessive wear. Pull out a few yarns about 8" long. If they can be broken easily the rope is unsafe.

A high-stranded rope gives a spiral appearance. The strain in such a rope is no longer evenly distributed and cannot support its rated load no matter how good the condition of the individual strands.

Rope which is considered unsafe either should be destroyed or cut up into short lengths. No good is accomplished by inspecting and rejecting a line only to have some man later find it and use it.

RELIABLE



"S-N MARINE GEARS
have always given me
100% satisfaction ..."

... says fleet owner Charles Ludwig of the Ludwig Shrimp Company, Miami, Florida. His shrimp trawler, the Micheal Angelo (designed for Campeche Bay shrimping) is powered by a 120 H.P. Caterpillar Diesel with S-N marine gears. This unit has a double cone clutch working in a bath of oil assuring smooth operation and long life. The reverse unit transmits 100% of engine speeds through the 3:1 ratio S-N heavy duty herringbone reduction gear. Always reliable, the S-N balanced gear train assures long, trouble-free service under all conditions.

S-N Manual — Hydraulic — Air Operated Gears
On the Finest Marine Engines 4 to 1000 H.P.



SNOW-NABSTEDT

Transmission Engineers
FOR NEARLY HALF A CENTURY

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.



Fish Landings

For Month of June

Hailing fares. Figure after name indicates number of trips.

GLOUCESTER

Alden (2)	9,000	Lucy Scola (4)	71,000
Althea (2)	68,000	Madame X (5)	18,500
American Eagle (2)	84,000	Malolo (2)	168,000
Anna Guarino (8)	17,000	Manchonoeh (3)	170,000
Annie (10)	84,000	Manuel P. Domingos (2)	354,000
Annie II (4)	25,500	Margaret Marie (6)	143,000
Anthony & Josephine (8)	186,000	Margie & Roy (6)	8,000
Atlantic (3)	159,000	Margie L. (7)	129,000
Ave Maria (1)	15,000	Maria Immaculata (7)	54,000
Babe Sears (1)	75,000	Marion & Alice (2)	209,000
Baby Jr. (1)	2,000	Maris Stella (1)	165,000
Baby Rose (2)	230,000	Mary (9)	33,000
Benjamin C. (2)	400,000	Mary & Josephine (2)	410,000
B. Estelle Burke (2)	102,000	Mary E. (4)	11,500
Bobby & Jack (3)	290,000	Mary Jane (1)	100,000
Bonaventure (2)	325,000	Mary Rose (2)	290,000
Brookline (2)	450,000	Mary W. (1)	65,000
California (3)	125,000	Michael F. Dinsmore (2)	134,000
Cara Cara (3)	422,000	Minkette 1st (7)	11,000
Carlo & Vince (7)	205,000	Mocking Bird (2)	167,000
Carol Jean (4)	120,000	Mother Ann (2)	480,000
Catherine (6)	68,000	No More (7)	30,000
Catherine Amirault (1)	150,000	Novelty (6)	99,000
Catherine L. Brown (2)	285,000	Nyanza (1)	28,000
Charlotte M. (2)	264,000	Nyoda (7)	207,000
Chebeague (6)	95,500	Ocean Life (1)	490,000
Cherokee (3)	270,000	Olivia Brown (1)	93,000
Cigar Joe (2)	53,000	Our Lady of Fatima (1)	230,000
Clipper (2)	305,000	Phillip & Grace (1)	125,000
Columbia (2)	385,000	Phyllis & Mary (1)	42,000
Curlow (1)	160,000	Pilgrim (2)	290,000
Dawn (8)	88,000	Pioneer (5)	126,000
Dolphin (2)	250,000	P. K. Hunt (2)	220,000
Doris F. Amoro (3)	72,000	Positive (1)	122,000
Doris H. (8)	21,000	Princess (1)	1,500
Edith L. Boudreau (2)	187,000	Priscilla (5)	4,500
Ellenor (1)	3,000	Puritan (2)	282,000
Elsie Jane (1)	50,000	Raymonde (2)	212,000
Emily Brown (2)	355,000	Rose & Lucy (7)	205,000
Estrela (2)	400,000	Rosemarie (1)	19,000
Eva G. Clark (2)	2,000	Rosie & Gracie (2)	16,000
Eva M. Martin (2)	3,500	Rosie C. (4)	24,500
Eva II (1)	2,000	Sacred Heart (7)	111,500
Evelina M. Gouliart (2)	135,000	St. Anthony (1)	165,000
Falcon (8)	185,000	St. Francis (6)	151,000
Felicia (2)	445,000	St. John (6)	37,000
Florence & Lee (1)	175,000	St. Joseph (3)	141,000
Flow (1)	200,000	St. Mary (9)	343,000
Frances R. (7)	221,500	St. Nicholas (2)	360,000
Francis L. MacPherson (2)	325,000	St. Peter II (1)	153,000
Frankie & Jeanne (4)	9,900	St. Providence (9)	67,000
Gaetano S. (2)	255,000	St. Rosalie (1)	46,000
Gertrude E. (6)	59,000	St. Victoria (3)	225,000
Golden Eagle (2)	260,000	Salvatore & Grace (3)	118,000
Hazel B. (1)	125,000	Sammy C. (14)	13,500
Helen B. (1)	12,000	Santina D. (3)	69,000
Helen M. (2)	132,500	Sarah M. (4)	36,500
Hilda Garston (2)	400,000	Sea Hawk (2)	205,000
Holy Family (2)	285,000	Sea Queen (1)	50,000
Holy Name (8)	310,000	Sea Rambler (2)	135,000
Ida & Joseph (2)	140,000	Sebastiana C. (1)	30,000
Immaculate Conception (4)	170,000	Serafina N. (7)	273,000
Irma Virginia (3)	42,000	Serafina II (5)	80,000
Jackie B. (3)	130,000	South Sea (2)	77,000
Jackson & Arthur (5)	88,000	Sunlight (2)	390,000
J. B. Junior (7)	330,000	Superior (3)	119,000
Jean & Patricia (2)	22,000	Sylvester F. Whalen (2)	335,000
Jennie & Julia (2)	97,500	Theresa M. Boudreau (2)	410,000
Johnny Baby (6)	26,500	Tina B. (2)	212,000
Jorgina Silveira (2)	93,000	Trimembral (2)	9,500
Joseph & Lucia (2)	310,000	Two Pals (6)	117,000
Kelpie (1)	1,000	Villanova (2)	490,000
Killarney (2)	350,000	Vincie N. (2)	82,000
Kingfisher (2)	440,000	Virginia Ann (7)	208,500
Linda B. (5)	25,500	We Three (7)	182,500
Little Flower (7)	260,000	Whitstone (3)	187,000
Little Joe (6)	130,000	Wild Duck (2)	300,000
Lois T. (2)	32,000	Winthrop (1)	180,000
Lorine III (1)	70,000	Yankee (2)	146,000

Nellie-Pet (2)

2,200

Scallop Landings (Gals.)

ATLANTIC FISHERMAN - JULY, 1953

NEW BEDFORD

Adventurer (3)	56,100	Lera G. (3)	37,500
Anastasia E. (2)	38,700	Liberty Belle (1)	14,800
Angelita (1)	2,500		
Annie Louise (5)	41,200	Madeline (2)	17,600
Annie M. Jackson (4)	95,200	Magellan (1)	37,300
Arnold (4)	33,900	Maria-Julia (5)	75,600
Arthur L. (3)	75,700	Mary & Joan (1)	40,700
Austin W. (2)	51,000	Mary J. Hayes (1)	21,700
		Mary Tapper (3)	95,800
Barbara M. (1)	19,300	Minnie V. (4)	45,000
Bernice (4)	31,400	Molly & Jane (4)	68,500
Cape Cod (1)	5,300	Noreen (1)	48,000
Capt. Deebold (3)	72,500		
Chas. E. Beckman (3)	39,100	Pauline H. (3)	181,800
Connie F. (3)	89,700	Phyllis J. (4)	37,100
		Princess (1)	35,000
Dauntless (3)	56,000	Question (2)	5,000
Driftwood (1)	4,000		
		Reliance (3)	5,900
Ebenezer (5)	26,200	Roberta Ann (3)	75,000
Eva & Estelle (4)	76,100	Rosemarie V. (3)	73,200
Eva L. Beal (3)	24,900	R. W. Griffin, Jr. (1)	77,000
Eugene & Rose (3)	90,100		
		St. Ann (3)	142,300
Felicia (2)	86,800	Sandra & Jean (2)	50,500
		Santa Cruz (2)	39,000
Gertrude D. (1)	17,800	Santa Treza (1)	12,500
Gladys & Mary (2)	69,600	Sea Hawk (3)	103,800
Growler (3)	99,700	Shannon (3)	65,700
		Skilligolee (3)	69,300
Harmony (2)	58,000	Solvieg J. (2)	123,500
Hope II (3)	110,800	Sonny & Joyce (1)	3,600
Huntington Sanford (3)	58,300	Sonya (2)	37,500
		Southern Cross (Vnyd) (1)	11,000
Invader (3)	126,600	Stanley B. Butler (4)	181,100
Ivanhoe (3)	70,800	Sunbeam (3)	73,600
		Susie O. Carver (3)	26,000
Jacintha (3)	120,000		
Janet Elise (2)	9,600	Teresa & Jean (3)	167,700
J. Henry Smith (1)	4,700		
Jimmy Boy (2)	45,500	3 & 1 & 1 (1)	37,900
Joan & Tom (3)	34,400		
Joan & Ursula (3)	86,800	Three Pals (3)	83,900
John G. Murley (2)	61,100	Two Brothers (4)	34,000
Julia K. (1)	6,900		
		Venture 1st (4)	144,900
Katie D. (1)	41,500	Victor Johnson (3)	59,700
Kelbarsam (3)	39,900	Viking (6)	130,600
		Winifred M. (3)	20,500

Scallop Landings (Lbs.)

Abram H. (2)	21,000	Liboria C. (2)	20,250
Agda (2)	21,200	Linda & Warren (1)	5,200
Alpar (1)	10,500	Linus S. Eldridge (3)	31,125
Amelia (2)	20,700	Louis A. Thebaud (1)	10,125
Antonina (2)	21,000	Louise (2)	20,250
		Lubenray (3)	31,100
Barbara (2)	20,500		
Barbara M. (1)	10,500	Malene & Marie (2)	21,350
B & E (2)	21,400	Maridor (2)	20,325
Bobby & Harvey (3)	31,200	Marie & Katherine (1)	10,000
Bozo (3)	4,000	Marmax (1)	10,500
Bright Star (1)	10,550	Martha E. Murley (2)	20,900
		Mary Anne (2)	21,000
Camden (2)	20,700	Mary Canas (2)	20,700
Cape Cod (3)	16,100	Mary E. D'Eon (3)	31,500
Cap'n Bill (2)	16,000	Mary J. Landry (2)	19,300
Carl Henry (3)	31,200	Mary R. Mullins (2)	20,700
Carol & Estelle (2)	20,725	Moonlight (2)	20,950
Carolyn & Priscilla (2)	20,800	Muskegon (2)	20,625
Catherine & Mary (2)	20,800		
Charles S. Ashley (2)	20,600	Nancy Jane (2)	20,900
Christina J. (1)	10,200	Nantucket (2)	18,000
		New Bedford (2)	20,950
Daggy (1)	8,100	New Dawn (2)	17,500
David A. (1)	10,250	Newfoundland (2)	20,500
Doris Gertrude (2)	21,100	North Star (1)	7,300
Dorothy & Mary (2)	20,700		
		Pearl Harbor (1)	10,500
Eleanor & Elsie (2)	21,000	Pelican (3)	31,125
Elizabeth N. (2)	20,700	Peter & Linda (2)	9,300
Empress (3)	31,350	Pilhasca (1)	4,600
Ethel C. (2)	20,750	Porpoise (2)	20,800
Eunice-Lillian (2)	20,900		
Fairhaven (3)	31,500	Red Start (3)	30,600
Falcon (4)	37,430	Richard Lance (1)	10,125
Flamingo (3)	32,100	Rosalie F. (2)	20,250
Fleetwing (1)	10,500	Rosie II (1)	9,500
Francis J. Manta (3)	30,875	Ruth-Moses (2)	20,825
Francis Marion (1)	3,000		
Friendship (2)	20,250	Sea Fox (1)	4,800
		Sea Hawk (2)	21,000
Gambler (2)	18,300	Sea Ranger (2)	20,400
Gannet (3)	31,900	Shirley & Roland (2)	11,000
Gloria F. (1)	10,000	Smilyn (2)	20,800
		Sunapee (2)	21,100
Janet & Jean (2)	20,250		
Jerry & Jimmy (2)	20,625	Ursula M. Norton (3)	31,500
John David (2)	9,800		
Junojaes (2)	20,800	Victory II (2)	11,100
		Vivian Fay (3)	31,175
Kingfisher (2)	20,700		
Lainee K. (1)	8,550	Wamsutta (2)	20,200
Lauren Fay (3)	31,500	Wm. D. Eldridge (2)	20,425
		Wm. H. Killigrew (3)	31,600

Chris-Craft

WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats
—for any commercial use!

Model B, 60 h.p.

Model K, 95 h.p.

Model M, 130 h.p.

Model W, 160 h.p.

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:



Dick Taylor

Dick Taylor, Yard Superintendent of Bryant's Marina, Seattle, Wash., an authority on commercial boats and marine engines, says: "Within the past two years, we have installed several hundred Chris-Craft Marine Engines in commercial fishing vessels. These boats operate throughout Alaska and the Arctic Sea. Chris-Craft engine performance has been outstanding. Maintenance and operating costs have been at a minimum, and the fishermen who use Chris-Craft engines are convinced of their dependability!"

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

CHRIS-CRAFT CORP., MARINE ENGINE DIV., ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORP., Algonac, Mich.

Send FREE Chris-Craft Marine Engine Catalog to:

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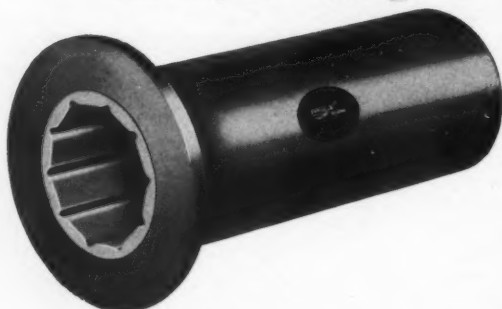
City _____

State _____

B.F. Goodrich

Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

Lucian Q. Moffitt, Inc.
AKRON, 8, OHIO

Engineers and National Distributors

Here's What They Say:

**ITS PERFORMANCE
is TRULY AMAZING!**

From everywhere that this sensational new wheel is tried skippers express amazement at the way it eliminates the troublesome vibration that no 3 or 4-blade wheel would cure. And the extra speed and fuel economy it provides adds to their great enthusiasm for the MICHIGAN STAR. If you want to get rid of vibration, and enjoy vastly better all around performance, get a

MICHIGAN STAR

Conversion to the STAR requires no compensating adjustment of RPM diameter or pitch. Costs only a little more than a 3-blade wheel and less than a 4-blade wheel.



MICHIGAN WHEEL COMPANY, Grand Rapids 3, Mich.

STONINGTON, CONN.

America (2)	1,600	Lindy (2)	400
Bette Ann (15)	21,400	Lisboa (2)	800
Betty Boop (14)	30,100	Little Chief (18)	30,300
Carl J. (2)	900	Mary A. (19)	20,000
Carolyn & Gary (18)	40,500	Mary H. (20)	13,600
Catherine (18)	21,300	Old Mystic (19)	35,800
Connie M. (19)	50,000	Our Gang (3)	4,400
Fairweather (21)	49,800	Ranger (1)	3,900
Five Sisters (4)	27,900	Rita (1)	1,300
Harold (9)	8,800	Rose L. (8)	4,300
Irene & Walter (13)	26,100	Russell S. (2)	21,300
Jane Dore (13)	12,400	Theresa (3)	21,400
Laura (21)	9,100	William B. (21)	43,300
Lt. Thomas Minor (20)	14,400	Wm. Chesebrough (1)	1,800

BOSTON

Acme (7)	153,400	Maria Del S. (6)	80,100
Addie Mae (8)	163,600	Maria Guiseppe (4)	8,000
Adventure (3)	224,000	Marsala (3)	68,800
Agatha & Patricia (4)	229,600	Mary & Jennie (7)	144,400
Angie & Florence (4)	73,400	Mary W. (1)	19,300
Annie & Josie (7)	136,300	M. C. Ballard (2)	146,000
Arlington (3)	324,700	Michael G. (5)	100,300
Atlantic (3)	188,200	Michigan (3)	313,600
Ave Maria (Drag.) (8)	150,500	Nancy B. (2)	40,000
Ave Maria (O. T.) (2)	124,500	Natale III (3)	123,700
Bay (3)	234,500	Nautilus (2)	119,200
Bonnie (3)	244,100	Neptune (3)	228,900
Bonnie Lou (3)	216,000	Noreen (2)	115,300
Brighton (3)	200,100	Novie (5)	5,800
Calm (2)	211,500	Ohio (3)	164,500
Cambridge (3)	314,500	Olympia (3)	84,400
Carmela Maria (5)	100,400	Olympia La Rosa (3)	175,600
Catherine B. (Drag.) (4)	185,800	Pam Ann (3)	158,000
Catherine B. (L.T.) (7)	39,900	Phantom (3)	394,000
Charlotte G. (4)	76,700	Plymouth (3)	193,500
Comet (3)	246,900	Princess (3)	60,000
C. R. & M. (2)	46,200	Racer (2)	126,900
Crest (2)	320,200	Raymonde (1)	26,600
Diana C. (4)	130,100	Red Jacket (3)	426,500
Drift (3)	385,600	Roma (5)	92,000
Elizabeth B. (2)	143,400	Rosa B. (3)	255,100
Eva M. Martin (1)	6,400	Rosalie D. Morse (3)	220,900
Famiglia (4)	91,900	Rosemary (3)	69,100
Felicia (1)	70,500	Rosie (6)	150,000
Flying Cloud (3)	280,800	Rush (3)	193,500
4-C-688 (1)	3,300	Sacred Heart (8)	119,800
4-C-687 (5)	14,400	St. Anna (7)	43,000
4-H-823 (8)	44,600	St. Michaelangelo (2)	1,800
4-R-630 (5)	13,300	St. Peter (2)	42,100
Helen B. (1)	14,800	St. Provenza (4)	7,700
Jane B. (3)	265,200	St. Rosalie (2)	57,700
J. B. Junior (2)	202,000	St. Theresa (2)	93,400
Jean & Patricia (2)	22,000	Salvatore & Grace (1)	33,800
Jennie & Julia (1)	13,000	San Antonio II (4)	44,600
Jimmy Boy (2)	33,300	San Calogero (6)	144,800
Josephine F. (8)	39,500	Santa Maria (4)	158,300
Josephine P. II (4)	100,800	Santa Rita (8)	56,100
Josie M. (3)	38,000	Santa Rosalia (5)	26,500
Katie D. (2)	94,200	Sarah M. (1)	4,000
Lawrence Scola (3)	41,200	Savoia (7)	39,600
Leonarda (8)	56,500	Sebastiana C. (2)	66,400
Leonard & Nancy (4)	217,600	Serafina II (2)	59,000
Liberty Belle (3)	43,700	Swallow (3)	263,900
Little Nancy (5)	185,400	Terra Nova (1)	15,000
Little Sam (5)	106,700	Texas (3)	156,900
Lucky Star (2)	99,000	Thomas Whalen (3)	213,000
Mabel Mae (1)	84,500	Triton (3)	207,700
Maine (2)	276,000	Two Pals (1)	1,700
Manuel F. Roderick (3)	208,500	Voie (1)	1,100
Margaret Marie (1)	4,500	Wave (3)	284,800
Maria Christina (8)	19,500	Weymouth (3)	187,400
		Wm. J. O'Brien (3)	218,000
		Winchester (2)	210,000
		Wisconsin (2)	239,300

Scallop Landings (Lbs.)

Catherine T. (1)	9,000
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WOODS HOLE

Angeline (4)	7,400	J. Henry Smith (5)	17,000
Angenette (2)	2,100	Judy-Sue (15)	29,700
Bluefin (1)	2,700	Kelbarsam (1)	4,900
Cap'n Bill II (2)	177,600	Little Lady (4)	9,700
Clara C. (6)	14,200	Madeline (2)	9,900
Dolly & David (2)	11,300	Mary M. (3)	18,000
Eleanor K. (4)	10,700	Morning Star (5)	7,400
Etta K. (1)	6,500	Murphy (2)	1,500
Eugene H. (2)	157,600	Priscilla V. (2)	44,800
Evelyn F. (6)	9,600	Pvt. Frank Kessler (1)	1,700
4-B-271 (2)	1,100	Question (1)	1,200
Genevieve (2)	2,300	Reliance (2)	2,000
Genevieve D. (3)	4,400	Revenge (5)	8,700
Harvest (2)	1,500	Roann (1)	26,100
Helen Mae (6)	11,600	St. George (4)	4,400
Intrepid (1)	600	3 & 1 & 1 (1)	7,000
Irene (6)	32,100	Three Bells (1)	9,400
Janet Elise (1)	2,400	Viking (1)	1,100
Jen-Walt (8)	17,700		

Woods Hole Scallop Landings (Lbs.)

Brant (2)	20,250	Marmax (1)	10,125
Bright Star (2)	20,250	Mary Canas (1)	1,740
Daggy (1)	7,504	Palestine (2)	19,748
Gambler (1)	10,125	Pearl Harbor (1)	10,041
J. L. Stanley (2)	5,052	Peter & Linda (1)	2,962
J. L. Stanley & Son (1)	1,375	Petrel (2)	17,847
Judy & Tony (1)	382	Pilhasca (1)	2,478
Marie & Katherine (1)	6,575	Sea Fox (1)	274

PORTLAND

Agnes & Elizabeth (2)	137,100	Nellie M. (9)	52,200
Alice M. Doughty (4)	114,600	Nora D. Sawyer (3)	61,800
Annie Louise (13)	149,700	Norland (1)	2,400
Ariel (3)	38,900	Ocean Clipper (2)	130,200
Betty-Nell (11)	63,300	Ocean Wave (3)	189,100
Carmella & Lois (20)	221,700	Onward III (17)	306,400
Catherine Amiraunt (1)	200,000	Polaris (1)	98,500
Cathie & Aldie (11)	124,900	Powhatan (2)	91,400
Challenger (25)	301,000	Rebecca II (4)	65,400
Chanco (2)	188,400	Resolute (2)	75,300
Courier (2)	407,000	St. George (3)	585,300
Crescent (25)	497,200	St. Michael (16)	139,300
Dart (1)	6,700	St. Michale (2)	7,400
Elmer & Jean (1)	38,500	Scuppy Dick (1)	800
Geraldine & Phyllis (3)	230,500	Sea King (4)	127,100
Gretchen & Dale (18)	129,700	Silver Bay (2)	350,100
Gulf Stream (2)	389,800	Theresa R. (1)	87,400
Lawson (3)	144,700	Thomas D. (1)	66,600
Margaret & Jean (1)	3,800	Trinity (1)	5,700
Marie H. (7)	138,200	Vagabond (1)	46,200
Marjorie Parker (1)	6,100	Vida E. (20)	344,100
Mary & Helen (20)	286,700	Voyager (2)	84,400
Mascot (3)	27,800		

Scallop Landings (Lbs.)

Althea Joyce (1)	9,000	Clara Louise (1)	2,239
Carolyn & Priscilla (1)	12,766	Mary & Julia (2)	20,500
Catherine T. (1)	10,500	Monte Carlo (2)	24,509
Charlotte (1)	6,095	Vandal (2)	27,998

NEW YORK

Scallop Landings (Gals.)

Beatrice & Ida (2)	2,250	Miriam A. (2)	2,675
Buzz & Billy (1)	1,025	Norseman (1)	990
Carole Anne (1)	1,600	Olive M. Williams (2)	2,025
Carol-Jack (2)	2,225	Quest (2)	1,100
Catherine C. (2)	2,225	Rainbow (1)	1,025
Clipper (2)	2,400	Richard Lance (1)	1,100
Enterprise (1)	1,100	Rockaway Belle (1)	650
Florence B. (1)	1,100	St. Rita (2)	1,625
Gloria F. (1)	1,100	S No. 31 (2)	2,125
Hazel S. (1)	300	Susan (2)	1,820
Jenny (3)	2,175	Whaling City (1)	900
Malvina B. (1)	1,100		

Connecticut Has Heavy Trash Fish Landings at Stonington


Huge landings of trash fish are pushing Stonington dragger fleet production for 1953 ahead of the 1952 catch. The first five months of 1953 have seen a million pounds more trash fish landed at Stonington than in the comparable time last year. Reports of the U. S. Fish & Wildlife Service list 1,360,100 lbs. landed from January to June this year, as against a scant 174,600 lbs. in the same months of 1952.

The volume of trash fish landings counterbalances the low price paid—anywhere from a half cent to a cent and a half a pound. Between 30,000 and 90,000 lbs. of trash fish roll out of Stonington daily aboard trailer trucks bound for the fish processors.

Oysters Begin Spawning

Long Island Sound oysters began spawning July 1, according to the Milford Fish & Wildlife Service Laboratory. At the end of the day approximately 11 percent of the population showed signs of partial spawning. Such oysters were found chiefly within the New Haven breakwater, although some spawners also were encountered in the Bridgeport area.

In addition to observations made by the Fish & Wildlife Service scientists at their regular stations in the Sound, the condition of oysters in the lower parts of the Quinnipiac and Housatonic Rivers also was noted. All



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the oysters collected from the Quinnipiac River, above the Grand Avenue Bridge, were in partially spawned condition, some of them passing the more-than-half-spawned stage. Near Fort Hale, only 50 percent were partially spawned, and the majority of these had released only small quantities of spawn. However, Guilford oysters planted near the shore in the Fort Hale area were all partially spawned, many in more-than-half-spawned condition.

In the Housatonic River, where a spawning bed recently was created by the combined efforts of several oyster companies, some oysters also were spawning but, because the population there represents a mixture that came from many localities, the oysters show wide individual differences.

Starfish continue to spawn, and many have completely spawned. However, examination of the Laboratory's collectors showed that no setting has occurred as yet. Drills also continue to deposit eggs, but so far no recently hatched ones have been observed.

Yield of Market Fish Improves

Landings of market fish picked up at Stonington during June, when the Summer run of scup arrived. From 307,000 lbs. in May, the fleet's catch soared to 528,400 lbs. in June. Blackback flounder was the principal species caught besides scup, and there was a moderate to light amount of fluke. Butterfish were reported in light quantities, with occasional hails of sea bass.

The fleet continued its heavy concentration on junk fish, especially the boats at Longo's dock. Approximately 890,000 lbs. of the trash species were caught and shipped to fish meal and fertilizer factories.

"Eleanor" to Be Repowered

Capt. Ellery Thompson's *Eleanor* is at the Lathrop Engine Co. dock in Mystic, where she will be repowered. The veteran craft has been inactive for several months.

"Anglo Norse" Uses Radar

(Continued from page 17)

end of a heavy rope which they attached to the whale. Then one of them gave a signal, and somewhere at the waist of the mother ship a winch began to chatter. The line grew taut. Slowly, but inexorably, the giant carcass was pulled up a slipway to the flensing deck.

Operations on the Flensing Deck

Once the whale arrived at the flensing deck, the moon shone down on an awesome spectacle. Using spades (or flensing knives), a group of men made long, parallel cuts in the blubber—cuts that extended the entire length of the carcass. Then, by means of a winch, the blubber was pulled off in strips. These were sent to the pressure boiler room for oil extraction. Meanwhile knives, handsaws and axes were being used to dismember the carcass.

Soon the vertebrae lay revealed—big as millstones—and the shriek of a circular saw added its sound to the medley of noises rising from the flensing area. A short time later, the blubber, meat and bones were cleaned away and sent to a number of specialized departments for processing.

When the whale was entirely processed, the killer boats were called in by radiotelephone. The *Anglo Norse* was quiet now—motionless but for the sweep of her radar antenna as it searched the horizon for the killer boats. One by one the killer boats appeared on the radar scope. When sighted, they were watched—guided—until they emerged from the darkness and anchored near the mother ship.

Dawn was just breaking when the engines of the *Anglo Norse* began to pulse and throb. She was coming to life. She turned her bow toward the rising sun, and the killer boats fell in behind her. She had a \$2,000,000 cargo of whale oil in her tanks. The hunt was over and she was going home.

Canadian Report

By C. A. Dixon

Insurance for Fishermen

The Fishermen's Indemnity Fund, under which commercial fishermen will be able to secure for a premium of 1% low-cost protection against total loss or serious damage to their vessels, will become effective on July 6 in the Maritime Provinces, and on July 13 in Newfoundland, Quebec and British Columbia.

A specially-trained group of Department of Fisheries officers will carry out necessary appraisals of vessels and assume other duties associated with the plan. Application forms will be available to fishermen at all offices of the Department and through other sources to be announced. Handbooks, which will inform fishermen of all important aspects of the plan, will be available for distribution to fishermen along with the application forms.

The Fishermen's Indemnity Fund provides protection to fishing vessels ranging in value from \$250 to \$7,500, for a premium of only 1% of the value of the vessel. It gives an indemnity of 60% of the appraised value in the case of total loss. In cases of serious damage—over 30% of the appraised value—there will be an indemnity of 85% of the amount by which the repair bills are in excess of the 30% minimum.

In addition to this, the Canadian Government also will instigate a plan to insure lobster traps on an experimental basis. This will be the start of a far-reaching gear insurance program, if such a plan is found feasible.

The Government proposes to offer to the lobster fisherman, commencing with the opening of the Fall season in the Northumberland Strait area, the opportunity of securing partial coverage for lobster traps at a premium of \$7.50 per 100 traps for the legal fishing season. The premium will be \$15.00 each for two seasons or a single season of six months. Some areas have only a single two-months' season, and will have a premium rate of \$7.50 per 100 traps. In areas with 2 two-months' seasons or a six-months' season, the premium will be \$15.00 per 100 traps.

The normal annual loss on lobster traps through wear and tear is about 25 percent. The fishermen will have to take responsibility for the first 25 percent loss, and there will be an indemnity of \$1.50 for each trap lost in excess of 25 percent.

Sardines Continue to Be Scarce

As July enters the picture, there is no change whatsoever regarding the sardine situation in southern New Brunswick. Most weirmen in Charlotte County are simply marking time. During June only very small catches were made and those at infrequent intervals, some at Grand Manan and some along the mainland shore. At Deer Island practically no fish at all have been caught. Some of the weirmen reported brit of a size too small for packing in their weirs one run of tides, and these were followed by a "handful" of larger herring but no school.

No Extension of Lobster Season

There will be no extension of the lobster fishing season in District 7B on Canada's East Coast, the Department of Fisheries has announced. Lobster fishermen in this area, who suffered as a result of storms following the opening of the season on May 1, had petitioned for an extension.

Area 7B includes the waters off Restigouche, Gloucester and Northumberland Counties in New Brunswick, the waters off the east and west shores of Queens and Kings Counties, Prince Edward Island, the waters off the east shore of Prince County, P.E.I., and waters off the coast of Cumberland, Colchester, Pictou, Antigonish, and Inverness Counties in Nova Scotia.

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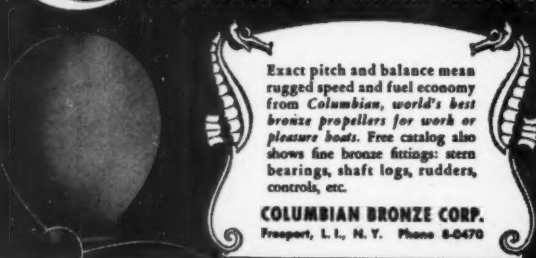
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Long Island Completes Clam Planting Project at Islip

The Town of Islip has completed a clam planting project which used 215 bushels of clams that were purchased from Oliver Moran Shellfish Co. of Bristol, R. I.

Samples of the clams tested by the Conservation Department's Freeport laboratory showed a heavy presence of spawn, which according to the biologists would be discharged two weeks after planting.

Islip is the top producer of hard clams on Long Island, with about 100,000 bushels harvested there last year. The importing of "foreign" clams into the Bay is expected to bring about increased production.

New Fluke Law Aids Fishermen

The lowering of the fluke size limit, which was accomplished at the last session of the Legislature, is aiding commercial fishermen. The new law permits the possession and sale of fluke 14" long whereas the old law had a minimum length of 15".

It is claimed that the old law caused a waste of a natural resource with a good marketable value since those that are thrown back are usually eaten by crabs. The sports fishermen still can keep fluke of 14", and undoubtedly catch many tons of them in a single season, which the commercial fishermen claim makes the fluke law of limited value as a conservation measure.

Menhaden Boats and Draggars Overhauled

At Brigham's Shipyards, Inc., Greenport, the large fleet of vessels owned by the Smith Meal Company, which have either been laid up at the company's yard or have been hauled for repainting or repairs, went into commission. The vessels were the *Elias Wilcox*, *Pocahontas*, *John L. Lawrence*, *A. Brooke Taylor*, *Wilbert Edwards*, *Maidstone*, *Nantucket*, *Shinnecock*, *Montauk* and *Stephen McKeever*.

Also hauled for repairs at the Brigham yard were the beam trawler *Ida K.* and the deep sea fisherman *Malice*.

Recent activities at Brewster's Shipyard in Bay Shore included the hauling of the 70' beam trawler *Priscilla Ann* for painting, refinishing of the 40' clam boat *Anna B.* owned by Edward Bechtel of Bay Shore, and a recaulking of William Murdock's 45' beam trawler *Wilbur*.

Weakfish Once Brought \$5.26 a Barrel

August Strauss, who was recently chosen as the sixth president of the 124-year-old Fulton Market Fishmongers Association, has an old check for \$5.26 made in payment for a barrel of weakfish. The check was made out to S. M. Rose, a Block Island fisherman, on Aug. 7, 1902 by Wilson & Barry of Stall 17 in Fulton Market.

Mr. Rose never cashed the check but a short time ago his daughter found it and sent it to Stall 17, which is now the Galilee Fish Co., owned by Strauss. It seems that Mr. Strauss went to work as a basket boy for Wilson & Barry at the age of 12 in 1905. To show how times have changed, Strauss said a barrel of weakfish today would bring \$150.00 and that the shipping bill would be \$3.85 instead of the 85 cents paid by Mr. Rose.

Versaggi Promotes Shrimp on TV

Joseph Versaggi recently appeared on the television show "Mrs. U. S. A.", televised from New York City, which featured shrimp. The broadcast discussed the Texas Shrimp Industry and the activities of the Shrimp Association of the Americas. The consumer shrimp recipe booklet was offered to the first five hundred who requested it. Seven hundred and forty such requests were received in the first few days from thirty different states.

New Bedford Fish and Scallop Catch Shows Sizable Gain

The June fish and scallop catch at New Bedford totalled 9,477,000 lbs., a gain of 2,350,000 over the June 1952 landings. Blackback landings of 1,000,000 lbs. exceeded the same month in the previous year by over 150,000, gray sole at 295,000 lbs. increased 2½ times, and yellowtail at 805,000 gained 120,000. The scallop catch of 1,775,000 lbs. was nearly double that of last June, and the 3,194,000 lbs. of fish landed for reduction purposes represented a 25% gain over last year.

Fifty Vessels Affected by Net Regulation

U. S. Custom figures show a maximum of 25 percent of the New Bedford fleet, or about 50 vessels, have been affected by the regulations established by the International Commission for Northwest Atlantic Fisheries for the protection of haddock.

In conformity with the regulations the vessels catching more than an average of 5,000 pounds of haddock or whose haddock is more than 10 percent of their entire catch are to adhere to the ruling. The draggers must employ nets whose mesh must be a minimum "outside measurement" (dry) of 4½ linear inches.

New Bedford Ice Gets Homer's Wharf Site

Property on Homer's Wharf, formerly occupied by the Cape Shore Fish Co., has been leased to the New Bedford Ice Co. and the lessee will begin processing of fish within 30 days of the lease.

The New Bedford Ice Co., now doing business at 16 School St., has been handling trash fish but will start filleting fish as soon as possible after taking over the Homer's Wharf property. The concern employs eight persons, but there will be 15 or 20 employed as a starter at the new location. The School Street plant will be closed.

Controversy Over "Breaking of Watches"

Breaking of watches aboard vessels of the New Bedford fishing fleet, long a disputed issue between the Seafood Producers Association and the Atlantic Fishermen's Union (AFL) will be arbitrated in the near future. The dispute over breaking watches, which has caused dissension between the two groups since a contract was signed last Summer, concerns disruption of the six-hour working shifts aboard the local boats, particularly scallopers.

The Union has charged that fishermen on scallopers have been breaking watches and claims it is the responsibility of the owners to insure the watches be kept.

John F. Linehan, the Association's general manager, in a letter to the AFU, said the matter "is basically a problem of the Union control of its own membership. To attempt to use the owners as an instrument for the policing of Union members is absurd."

"Cape Cod" Burns

Capt. Allen Henry of North Dartmouth and two crew members of the 48' dragger *Cape Cod* were brought to port by the Coast Guard on June 28 after they abandoned their vessel which caught fire 4 miles off Nomansland. The men were rescued by a yacht after fire broke out in the engine room, and were then picked up by the Coast Guard who towed the floundering vessel to Nomansland where she was beached on the rocks.



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Vineyard Bailings

By J. C. Allen

Most of the larger Vineyard vessels fitted out for sword around the twentieth of June. If there were any fish, they should have been on them and back home around the first of July. Our notion is that they were wise to fit out when they did, and even if they had started earlier it might have paid.

Because we recall the conditions of a year ago and how the fish merely passed along and didn't seem to stop at all. One trip was about all that any vessel got in this latitude; after that they had to cruise into the nor'east. Swordfish can't stand water that is too hot, and all old-timers knew it. Twenty-five years ago our fleet always figured on fishing off Nova Scotia in August.

There was a strangeness in the fact that nobody had sighted a sword up to the time that the first vessels sailed. In other years it has been almost the rule that scallopers or deep-legged draggers should report a stray swordfish by mid-June or before.

Trap Gear Full of Scup

The seasonal fish ran when the calendar said they should. For weeks our single set of trap gear laid jammed full of scup—mixed fish, which made things difficult since they had to be culled, and so cursed many that nobody could handle 'em.

Now these were, apparently, school fish just as they should be; and according to the rules, they should haul off and bunch up on the ledges after a spell. But as things look they merely will scatter from hell to breakfast just as they did a year ago.

Sea bass appear to be plentiful, but by the middle of the month they were soft when caught, and they either will scatter or migrate, one of the two, if our judgment is worth a whoop.

No mackerel had come anywhere near the Vineyard up to the latter part of the month. Now there was nothing to haze these fish, and no reason why they shouldn't have worked this way as they used to do except what we have harped upon, too warm water which is responsible for the soft fish, the scattering fish and various other phenomena, none of which is welcome.

Lobstermen Strike Luck Early

The lobstermen, mostly in Buzzards Bay, but a few in Vineyard Sound, struck some luck early in the season as we reported. But from the looks of the lobsters and the mixture of sizes, they thought then, and we agreed, that the season would be early and that hot weather would wind it up. It looks as if that is just what is happening.

If we were a commercial lobsterman we would plan to set some pots next Fall, and barring blizzards and the like, to fish as much gear as possible through the Winter. Given a season like last Winter, lobsters will crawl every month as sure as the devil.

The draggers which run offshore picked up a normal amount of all varieties during June. When the flounders struck inshore and the flukes showed up, the fleet of small boats went into operation. Well, they got some as they expected, but they didn't fill up. Furthermore, there were a hell of a lot of small fish of both varieties.

Maybe we ought not to say that warm water affects flounders. But we know that years ago when these fish used to come right into the salt ponds to spawn, you could see 'em and get 'em when the ponds were iced over and the water was down to freezing or close to it.

Anyhow, some of our own small craft and a few visitors from other points have quit dragging and have been working on a scallop bed. They don't seem to be the best grade of scallops, and some doubt has been expressed as to how long they will hold out. But for the time being, business has been a devil of a lot better with these small craft than if they were otter trawling.

Canadian Search for Herring in Offshore Waters Under Way

The Federal Department of Fisheries, through its Fisheries Research Board, has begun a large-scale search for commercial quantities of herring in offshore Canadian Atlantic waters. The *M. V. Harengus*, a Fisheries Department vessel, has been assigned to the Research Board for the work, and a Lunenburg dragger, the *Marion Crouse*, has been chartered for the exploratory program.

Both vessels will use all available modern devices, including echo sounders, in the attempt to locate schools of herring. One of the Department's patrol vessels, the *Louise Ruth*, will conduct a search in waters off Newfoundland, and a commercial vessel will be chartered to explore the waters off Nova Scotia.

Technicians from the Research Board's Atlantic Biological Station at St. Andrews, N. B., are taking part in the work to record scientific data, and experienced technicians from France and the Netherlands are on the vessels working in the Gulf of St. Lawrence to direct the use of special fishing gear which has been proved successful in those countries.

Various methods of fishing are being tried—purse seining and bottom and mid-water trawling. The experiments are expected to determine the most suitable and effective gear and techniques.

Until now the Canadian herring fishery in Atlantic waters has been largely an inshore operation. In the Spring in the Gulf, herring are concentrated in the inshore areas, where they spawn, providing good supplies during late April and May. They move farther out to sea in the Summer, and it is felt that by following them to deep water the herring season can be greatly extended, possibly by as much as five months.

Previous investigations have indicated that there are large stocks of herring in the Gulf of St. Lawrence, and that in the daytime they go to the bottom, moving nearer to the surface at night.

New Book on Fishery Management

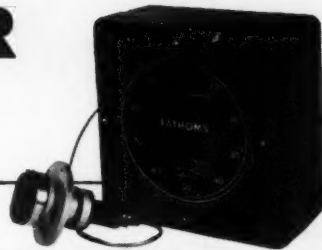
"Fishery Science: Its Methods and Applications" integrates the most successful and specialized methods for research, conservation, and management of fishery resources. Published by John Wiley & Sons, Inc., 440 Fourth Ave., New York 16, N. Y., the new book is the work of two authorities: Dr. George A. Rounsefell and Dr. W. Harry Everhart. It contains 444 pages, and is priced at \$7.50.

"Fishery management," the authors state, "is the application of scientific knowledge concerning fish populations to the problems of obtaining the maximum production of fishery products, whether stated in tons of factory material or in hours of angling pleasure. This knowledge concerns the dynamics of fish populations, their environment, and their responses to variations in their environment, including exploitation by man."

The authors' major aim, therefore, assumes a "how-to" character: how to recognize a problem; how to devise methods for solving it; how to choose the necessary techniques; and how to use them. Beginning with a discussion of management factors, the authors carry their purpose through by providing useful information on natural populations, fish ponds, fishing gear, hazard protection, habitat improvement, tagging of fish, age and growth, and collecting basic data. Emphasis throughout is on the essential unity of marine and freshwater problems and the similarity in developing and using methods for solving both.

Technical editor of the Branch of Fishery Biology, Fish and Wildlife Service, Dr. Rounsefell is currently on leave in Turkey, working for the Food and Agriculture Organization of the United Nations. Dr. Everhart is assistant professor of zoology at the University of Maine, and head of the Fishery Research and Management Division of the Maine Department of Fisheries and Game.

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Provincetown Fishing Fleet Blessed

The sixth annual blessing of the Provincetown fishing fleet took place June 28 before a crowd of 12,000 people at Town Wharf. The ceremony was presided over by Most Rev. James C. Connolly, D.D., bishop of the Fall River Diocese.

The Provincetown fleet was joined by vessels from Plymouth and New Bedford. The boat procession was led by an 83-foot Coast Guard patrol boat, followed by the dragger *Shirley & Roland*, Capt. Louis Salvador.

Virtually all draggers and scallop boats in the Provincetown fleet were in port for the blessing, and they were gaily decorated with colorful pennants and international code flags. In a speech delivered to the assemblage, Bishop Connolly commended the fishermen for the courageousness and hard work that is required in their occupation.

Arthur B. Silva was General Chairman of the Blessing Committee, and other committee members included Brazil Santos and Charles J. Malaquias of the *Shirley & Roland*; Joseph Santos, Peter and Linda; Victor Vieagas and Manuel Veara; *Victory II*; Albert Perry, *Sea Fox*; Clarence Serpa, *Yankee*; Albert Brown, *Plymouth Belle*; Frank Roza, *Joan and Tom*; Manuel Shula, *Charlotte G.*; Manuel Costa, *Cape Cod*; Custodio Silva, *John David*; and James Sants, *Liberty Belle*.

Tuna and Mackerel

Considerable quantities of tuna and mackerel were landed in Provincetown during June, with more than 100 tuna fish being brought in by trap boats on the 25th. They averaged 50 lbs. in weight. Several tuna weighing over 400 lbs. were landed by Capt. John Fields in the National traps, and Capt. Manuel J. Goveia of Goval traps.

The first heavy run of mackerel was found in traps on the first of June when 500 barrels were shipped from Cape Cod Fisheries, Inc.

Land Big Turtle

One of the largest turtles ever seen on Cape Cod was the 1,000-pounder brought in to Seafood Packers, Inc. the middle of last month by the trap boat *Harbor Bar*, Capt. Manuel Rego. The turtle was turned over to the U. S. Fish & Wildlife Service Laboratory at Woods Hole to be placed in its aquarium.

However, the creature failed to survive the truck ride to Woods Hole, and was dissected for scientific study. A biologist at the Laboratory identified the turtle as one of the leatherback type, which is the largest species of turtle in the world, rarely found on either coast of the United States.

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SMALL DRAGGER FOR SALE

Baby, 32 x 10½, 107 hp. Hercules, 2:1 reduction gear. One set of doors, 3 nets and many other accessories. Ship-to-shore telephone and Hancock deck winch. Will also make fine pleasure or party boat. Roscoe Balestrini, 8 Brown St., Mystic, Conn. Tel. Mystic, Conn. 5-8697.

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Dragger, Western type, 65' x 15' x 5.6 draft, 40 x 20 wheel, Gray 6-71 Diesel, 3.5 reduction, Bendix DR-7, S. S. radio, spare engine parts, 2 sets trawling doors, nets, etc. 1000-gal. fuel capacity. Invite careful inspection. Sacrifice \$7,600 for quick sale. Write G. Obschleger, 7100 Bustleton Ave., Philadelphia, Pa. Tel. Devonshire 2-3513.

BOAT FOR SALE

40', 165 Gray Marine Diesel, ship-to-shore telephone. Bendix depth finder. 40 mackerel nets, 20 tubs of line trawls. Boat now fishing. Apply V. S. Orlando, 38 Lewis St., Boston 13, Mass.

FIVE UNUSED ATLAS DIESEL ENGINES FOR SALE

(with new engine guarantee)

Five 4-cylinder 8 x 10½" Atlas heavy duty marine Diesel engines, Model 38S3-4, each rated 85/100 hp. at 450 rpm., and each complete with reverse gear and clutch, exhaust pyrometer and silencer, starting air tank and standard sets of equipment, tools and spares, available for domestic shipment on original skids, f.o.b. Boston, Mass.

Special net price each.....\$9,522.00
 Twelve additional units can be assembled, f.o.b. Springfield, Ohio

Special net price each.....\$10,522.00
 Three 6 hp. single cylinder Lister Diesel marine auxiliary units, Model 5/1, each with 2 kw. 32-volt d.c. generator, 10 c.f.m. compressor and 50 g.p.m. rotary service pump in original shipping crates, f.o.b. Boston, Mass.

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THE NATIONAL SUPPLY COMPANY
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115 Broad Street

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The "Patient," Martin Melerine's 28-foot Delacroix Island shrimp and oyster boat, powered by a five-year-old Chrysler Ace engine with direct drive.



27-foot shrimp boat owned and operated by Charlie Michalik of Delacroix Island. Equipped with Chrysler Crown engine and 1½ to 1 reduction gear.

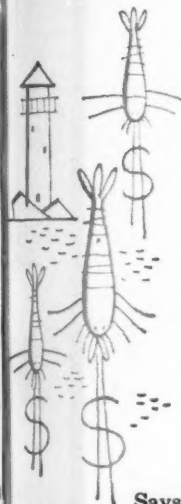


"Captain Joe," 35-ft. shrimper, equipped with Chrysler Crown and 2½ to 1 reduction gear. One of two boats owned by Joseph Serigne.

Delacroix Island, Louisiana . . .

CHRYSLER ENGINES

net more shrimp
and greater profits



Says Skipper Michalik, "I'm well satisfied with my Chrysler engine . . . it's the only engine that seems to hold up around Delacroix Island. Just about all boats around here have Chrysler Engines . . . under 30-foot boats, I'd guess the ratio is about seventy-to-one."

11 years old . . . has given me years of trouble-free service."

"The Chrysler Crown in my 'Captain Joe' is nine years old," says Joseph Serigne . . . "they can't make a better marine engine."

Martin Melerine, owner of "Patient," has this to say of his Chrysler Engine . . . "it has never given us a bit of trouble . . . some of the Chryslers around here are ten and twelve years old and all are giving trouble-free service."

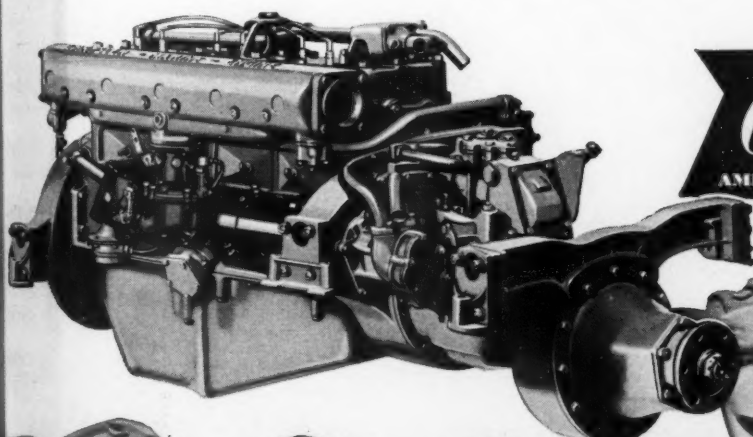
Joseph Campo, owner of "Randell M" says, "I bought my first Chrysler Marine Engine in 1939 . . . went eight full years before I ever put a wrench on it. The one in "Randell M" is all of



You can bet there's plenty to talk over when this group of fishermen get together aboard Joseph Campo's 35-foot "Randell M," powered by Chrysler Crown, 2 to 1 reduction.

Men like these know their boats; they also know marine engines. When they say that their Chrysler engines are giving them good service, they mean good, trouble-free service, because to them, every day lost because of engine "down-time" is a day's catch lost and that means lost profits.

Profit by their experience. And when you power your boat, install Chrysler . . . tops in performance and dependability. For detailed information, see your Chrysler Marine Dealer, or write: Dept. 97, Marine Engine Division, Chrysler Corp., Trenton, Mich.



CHRYSLER

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*Another Example
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Efficient Power
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Cooper-Bessemer powered "ALRITA" *does BETTER THAN ALRIGHT!*



"Alrita", 70-foot bait boat, skippered by Lars Jangaard, jointly owned by Sverre and Lars Jangaard, and built by the Prothero Boat Company, Seattle.

RECENTLY the 70-foot "Alrita" hit the headlines with the biggest tuna load delivered in Astoria, Oregon, in 2 years — a 27-ton catch. Not quite a record, because in 1950 a 49-ton catch came in — likewise the work of the "Alrita"!

Maybe the "Alrita's" modern Cooper-Bessemer diesel doesn't have a thing to do with it. Maybe it does. We do know that for years Cooper-Bessemer

powered boats up and down both coasts have been setting enviable records of performance . . . and profits!

That's why it will pay you to get *all* the facts on the latest money-saving Cooper-Bessemers.

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